

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

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ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. X., No. 2.]

SATURDAY, JANUARY 14, 1854.

[WHOLE NO. 926, VOL. XXVII.

NOTE. The *Mechanical Engineering* department of this paper will be under the charge of Mr. ZERAH COLBURN.

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American Railroad Journal.

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Saturday, January 14, 1854.

Commercial Policy of Pennsylvania.

The recent Message of the Governor of Pennsylvania contains the following reference to the Erie troubles.

Recent occurrences at the City of Erie evince an intensity of feeling among the people, seldom equalled on a question of this kind, indicating not only the propriety, but necessity, for prompt and decisive legislative action as to the rights of this company.

It must be clear to the impartial observer, that the Legislature never intended, by any previous act, to authorize the construction of a railroad between the City of Erie and the Ohio line. Indeed, the highest judicial tribunal in the State has expressed the opinion that no such authority can be found in the charter of the Franklin Canal Co.; and, in my opinion, the grant should hereafter be made on such conditions only, as will protect and advance the interest of the people of Pennsylvania, so far as they may be involved in the subject. It so happens that Pennsylvania holds the key to this important link of connection between the East and the West, and I must unhesitatingly say, that where no principle of amity or commerce is to be violated, it is the right and the duty of the State to turn her natural advantages to the promotion of the views and welfare of her own people.

It may be said that a restriction that would require a break of railroad gauge at the harbor of Erie, would be the use of an illiberal principle. The answer is, that the necessity for a break of gauge between the Ohio line and the seaboard exists, as a consequence of a difference in the width of the New York and Ohio Roads. The only question to settle, therefore, relates to the point at which it should occur. I have been able to discover no reasons, founded in public policy, why the break should be fixed at Buffalo, that do not apply with equal force in favor of Erie. Tonnage and passengers can be as well transshipped at the latter, as at the former city.

So far as concerns the benefits to either city, incident to a transhipment, the idea is unworthy of notice. *But the effect of a break of gauge, and consequent transhipment east of Erie, upon the business of that harbor, must be paralyzing, if not fatal.* It would virtually require shipments to be made either at Cleveland or Buffalo. *Scarcely less embarrassing would this arrangement be upon the interests of the Sunbury and Erie Road, or any other avenue that may hereafter connect the lakes with the City of Philadelphia.*

It may be that neighboring States, possessing similar natural advantages, would give them a way for our benefit, but I have not been able to discover any fact in their former policy, to justify such a conclusion. I shall await your action with anxiety.

We have here a definite statement of the doctrine held by the state of Pennsylvania in reference to the right to impose restrictions upon railroads crossing her territory. Let us see to what results its application would carry us.

The Governor says that Pennsylvania, holding the key to the commerce of the country between the *East* and *West*, has an unquestioned right "to turn her natural advantages to the promotion of the views and welfare of her own people."

What these advantages are, he explains in the following paragraph. *"The effect of a break of gauge and consequent transhipment east of Erie, upon the business of that harbor, must be paralyzing, if not fatal."*

How would transhipment *east* of Erie be fatal to the business of that city?

Suppose a train of cars be loaded at Cincinnati with freight designed for New York. This train would pass through the flourishing cities of Columbus and Cleveland without breaking bulk. Would this fact destroy the business of these two cities? By no means, as experience fully proves. Why?

Because their business does not depend upon the inconvenience to which commerce is subjected in passing through their limits. Do these cities believe their business to be affected because the freight that passes through them now breaks bulk at Erie? Certainly not, except so far as they are interested in the *untaxed* movement of commerce.

But suppose midway between Cleveland and Columbus, the railroad track broke gauge at a point of no business importance, and that the necessary transhipment gave employment to a population that had no other means of support, and whose gains were measured by what another portion of the community lost. In such case it is easy to see that were the disjointed tracks made to conform their gauges, they would, in the language of Governor BIGLER, prove fatal to the business of such place, because it had no other.

Precisely in the same manner, is the business of Erie to be ruined by a uniform gauge through that city, the gains of which are the exact measure of the loss that the public suffers.

"Pennsylvania has an unquestioned right," says Governor BIGLER, "to use the advantages of her position to promote the interests of her own people." If Pennsylvania has this right, every other State has a similar right. The position of Ohio is analogous to that of Pennsylvania; Indiana to that of Ohio, and Illinois to that of Indiana. Suppose a train of cars load at St. Louis for Philadelphia, to run over the uniform gauge which is soon to exist between the two cities. But the State of Illinois says, "We hold the key to the commerce between the Mississippi and Philadelphia, and have a right to turn our position to our own advantage." She therefore compels all freight to break bulk at Springfield, for the purpose of adding to the business of that city. On reaching the Indiana State Line the train is met with a similar demand. Indiana says, "We will not unlock our position without being paid for it." A transfer of freight from car to car has again to take place. The same change for a similar object is again required at Indianapolis. Ohio meets the advancing train with the same doctrine, and compels another break at her boundary; another at Columbus; another at the Ohio River. Another is made in crossing a portion of Virginia. But be-

fore the last point is reached, the increased cost chargeable to transhipment and delays, exceeds the value of the freight, and commerce between the different sections of the country is destroyed simply by the burdens imposed upon it. Such is the necessary result of Governor Bigler's doctrine. Carried out to its legitimate conclusions it would destroy every advantage our political system has secured, and would convert the country, in a very few years, from a unit, into numerous petty communities, arrayed in an attitude of hostility towards each other, between whom no useful intercourse could exist, which would soon relapse into a state of semi-barbarism, consequent upon a state of constant warfare.

It is well known that the different States could not have been forced to consolidate themselves into one, but for the inconveniences caused by the restraints imposed by each upon the trade of its neighbor, and the advantages which an unrestricted commerce promised to secure. The articles of consolidation, if we may use that term, prohibited the several States from levying duties upon parties or property of other States, passing through their territories. The right to do this has been claimed, but always successfully resisted. It is again to be asserted by Pennsylvania, though in a different manner from any previous attempt. But the rights claimed by her are no less incompatible with the constitution, are fatal to commerce between different portions of the country, and consequently to the value of our railroads, which have been constructed for the accommodation of this commerce.

The cheapness of transportation in the United States compared with the high cost on the continent of Europe, was the object of conversation between ourselves and a party of intelligent German gentlemen a short time since. The vastly greater cheapness in this country was ascribed to the entire absence of local charges. It was shown that heavy freight could be taken from Chicago to New York, a distance of 1500 miles, for some five or six dollars per ton, for the reason, that the charges were the cost of transportation. On the continent, freight in passing the same distance is subject perhaps to a dozen local charges, imposed by as many different States, by way of impost or license, which often exceeds three or four times the actual cost of carriage. Now Governor Bigler's doctrine would convert the United, into hostile States, whose highest conception of the use and objects of political organization would be to prey upon each other.

We have always felt that one of the most imminent dangers that threatened the railroad interest of the country was precisely the claim now set up by Pennsylvania, that of sacrificing the general good to local interest. Commerce is purely cosmopolitan, and flourishes just in proportion to its freedom of movement. As before stated, the leading object in bringing the whole country under one government was to obliterate State lines as far as commerce is concerned. This result in the main has been achieved. The few local pretensions that have been set up, have gradually yielded to the general convenience. The lines of our railroads have been located rather with a view to the commerce of the whole country than to that of a locality. The legislation of the States has been in harmony with a general plan. It is reserved to Pennsylvania to set up a different doc-

trine, a doctrine which we have seen, if carried out to its legitimate results, would prove fatal, not only to the internal commerce, but to the value of the railroad property of the whole country. Against such a doctrine we most earnestly protest, and call upon all parties interested in railroads, to join with us in this protest.

We see no possible advantage to be gained by the State of Pennsylvania by a break of gauge at Erie, except the one named, and which involves an equal sacrifice by other interests. As the Ohio gauge differs from that of Pennsylvania, all merchandize reaching Erie from the west, and designed for Philadelphia, must break bulk at that city. Should the Ohio gauge be carried to Dunkirk and Buffalo, the freight designed for New York will have to break bulk at these points. We do not see that any thing is to be gained by Philadelphia by having a complete break at Erie, or refusing to allow Ohio gauge to run into the State of New York. But were any advantage to arise from a break within the territory of Pennsylvania, this advantage is soon to be lost by the proposed construction of other lines, preserving an uniform gauge through the State. The Alleghany Valley Railroad, for instance, proposes, in connection with other lines, to carry the Erie, or six feet gauge through the State, parallel to the course of the Lake Shore road. Another line of the 4 feet $8\frac{1}{2}$ inch gauge is also to be formed in connection with the Hempfield, Pennsylvania Central, and the line of road now in progress from Harrisburgh to Easton—on the Delaware. This last line will open a direct route from New York to Ohio without touching Philadelphia, and bids fair to become the great avenue between the former city and the west, unless, perchance, the Pennsylvanians should repeat their Erie doings, and destroy the road, which we are by no means sure would not be the case. But if the State respects the rights of chartered companies, New York will soon have two uninterrupted lines of road to the west, which will enable her, without any inconvenience, to dispense with the Lake Shore line.

But we are by no means clear that Pennsylvania would respect the charters of the companies that will make up the proposed New York lines, or any charters of roads running toward other cities than Philadelphia, the privileges of these roads may be incompatible with the claims put forth by Governor Bigler. So long as this doctrine is proclaimed as the policy of the State, we presume that no capitalists out of it will touch the security of a Pennsylvania road. We do not see how they can do so with safety. If the State may compel a break at Erie, they may compel others at other points.

Suppose the Alleghany Valley Railroad to be built, affording an uniform gauge from the city of New York to the Ohio State line, and that freight seeking a market, takes this route to that city. Governor Bigler, speaking for the State, would say "It will never do to let any freight pass through our territory that does not go to Philadelphia, our position allows us to control this matter." A break of gauge therefore is compelled, to stop the continuity of the current toward New York. If one will not accomplish the object, a second, and a third, are required, until the avenue to New York becomes so clogged as to be impracticable. Such are the conditions under which capitalists

must purchase Pennsylvania securities, which conditions when enforced, might render such securities worthless in a day. Who will trust their money to such contingencies, and who will encourage the works of a State, the policy of which is at war with the railroad interest of the whole country.

The people of Pennsylvania have been "sowing the wind. They may reap the whirlwind."

Proposed Railroads in Georgia.

The completion of the Wilmington and Manchester Railroad is about giving a new course to the travel through Georgia, and is already turning attention to the construction of such connections as shall furnish the most direct routes between the Eastern and the Western portions of the State. The Post Office department is about transferring the mail from the Wilmington steamers to the Wilmington and Manchester Railroad, and it is anticipated that the government contract with Brooks and Barden, on the Charleston and Savannah route, will be soon afterwards terminated. The mails between these latter cities will consequently have to be carried around by way of the South Carolina, Augusta and Waynesboro and Georgia Central roads, a distance in all of 267 miles. The City of Charleston and citizens of South Carolina are, however, endeavoring to build a direct road between the two cities, and have applied to the Legislature of Georgia for permission to cross the Savannah River above Savannah. A charter is also asked for a road, crossing the Savannah River at Sister's Ferry, and to extend to Branchville on the South Carolina Railroad.

The travel accompanying the great mail will at present pass over the Wilmington and Manchester road; thence over the Columbia Branch Railroad to Branchville; thence over the South Carolina road to Augusta, thence over the Augusta and Waynesboro road to Millen, the point of intersection with the Georgia Central road, and thence to Savannah, or to Macon and the South West. By this connection the entire length of the Central Road will be employed by the through travel, which may reach Millen, destined either for Savannah or Macon. A project has however been started to construct a road from Macon through Milledgeville to Warrenton, by which the Georgia road will have the South Western through travel for the distance from Augusta to Camak and Warrenton, 51 miles. The Georgia Central road, however, who have already aided largely in the construction of the Waynesboro road, propose to construct a road from Millen (the intersection of their own with the latter road), across the Savannah River to Branchville on the South Carolina road.

This latter road would be of much value to Savannah in aiding her Central road, and as a more direct communication with Charleston until the completion of other proposed routes. It would also benefit Charleston not only mutually with Savannah, but give her a more direct route to the South West than is furnished by her own road through Augusta.

The Central Railroad Company have been applied to by many of the towns near the line of their road for aid in the construction of branches and independent lines for the accommodation of the agricultural interests.

The people of Monticello ask the Central Com-

pany to guarantee to them 7 per cent. on the cost of a road from Monticello to Eatonton—the people of Newton and Walton counties ask for aid to build a road from Eatonton by Shady Dale to Covington—citizens of Butts county have asked for aid to build a road to connect the Indian Springs with the Central road. The people of Hancock have also asked for aid to build a road from Sparta to the Central Road at Davisboro or Tennille.

The proposed road from Eatonton to Monticello would throw an increased business over the Millidgeville and Eatonton road, and would ultimately benefit the Central Company.

The short remaining distance between Monticello and Covington, the latter on the Georgia road, could not fail to be a useful connection between the two great roads parallel, and without any other connection for nearly two hundred miles.

Report of the Directors of the New York and Erie Railroad Company to the Stockholders.

(Continued from Page 836.)

The first road on the New York Central line, was built with two inclined planes, worked by stationary engines, a thin flat rail, laid on longitudinal timbers of southern pine, which rested on stone blocks, protected from displacement by frost, by deep trenches filled with broken stone. This mode of construction was subsequently improved upon by the substitution, from time to time, of thick flat rails, and next, of those of the present form, changed successively from thirty, to fifty, and to sixty-five pounds weight, per lineal yard.

The stone blocks and broken stone were laid aside, and cross ties, laid on ballasting were substituted.

The inclined planes at Schenectady and Albany, were abandoned; at the latter place a new line was built, which was worked by horse power, and subsequently at both places, new lines were built on grades, adapted to the use of locomotives.

The first locomotives built, weighed six tons; some of those now in use on that line, weigh 25 tons.

The New York and Erie Railroad, was commenced at a later date, than the Central, and the greater portion of it was built, after the existing improved plans of construction were generally adopted. It has therefore escaped many of the extra expenses, that have been incurred on the other great lines.

It has, however, been subjected to some expenses of this character.

On the Eastern Division, the iron rails originally laid down, were found too light, to sustain the large engines and trains, and the great traffic which has passed over the road.

Many of the bridges were, from the same causes, found too weak, and experience has shown, that the use of longitudinal sills, on this part of the road, was an inferior mode of construction.

On the Western half of the road, a large expenditure was made, in constructing a piled road, and with grades and lines, which on subsequent examinations, were abandoned and left unused and valueless.

The losses to the Company from these causes, may be estimated roughly, at three millions of dollars, the amount of the loan received from the State.

VI.—AN ANALYSIS OF THE PRESENT BUSINESS.

The annexed tables show:

F.—The number of passengers, and the receipts therefrom, on the several sections of the road, in periods of six months, for the years ending October 1st, 1852, and 1853.

G.—The tonnage and receipts for freights, in the same manner, and for the same period.

H.—A comparison of the through and local receipts from passengers and freights.

I.—The number of through and way passengers, and the mileage for each month of the last year.

J.—The classification of the tonnage, and receipts therefor.

K.—The proportions of the different kinds of freight shipped from and received at the principal stations.

L.—The quantity of lumber shipped from the principal stations, and its destination.

The earnings, for the years ending September 30, 1852 and 1853, have been as follows:

	From Passengers.	From Freight.
For the year ending Oct. 1, 1852	\$1,299,796 51	1,869,403 19
" " 1853	1,601,085 33	2,639,680 03
Increase.....	\$301,288 82	670,276 84
	From other sources.	Total earnings.
For the year ending Oct. 1, 1852	149,526 09	3,318,725 79
" " 1853	180,474 76	4,321,240 12
Increase.....	30,948 67	1,002,514 33

These tables exhibit the following general results, in reference to the business of the last year.

1st. That while the whole earnings, exceed those of the preceding year by thirty per cent, the receipts from freights, form two-thirds of that increase.

2d. That the local business from passengers, has increased, by one per cent. more than the through, and that the through business from freight, has increased, by seven per cent. more than the local.

3d. That the earnings for the transportation of freight, exceed those for passengers, by more than one-half, for the year, and about one-third, for the last quarter of the year.

4th. That the receipts from the through business, form about one-third of the whole receipts, being twenty-nine per cent. from passengers, and thirty-seven per cent. from freight.

5th. That the receipts for transportation, between all way stations and the termini of the road, are about twenty-five per cent. of the whole, for both passenger and freight, and those between the way stations only, are forty-two per cent. of the whole, being forty-five per cent. on passengers, and thirty-nine per cent. on freight.

6th. That nearly one-half of the freight business was received at the New York office; about five per cent. at the offices of the Eastern Division; three per cent. on the Delaware; fifteen per cent on the Susquehanna; and eight per cent. at the offices on the Western Division.

7th. That nearly one-half of the increase from freight over the previous year, was received at the New York office; nearly one-fifth at Dunkirk; twelve per cent. on the Susquehanna, and eight per cent. of the increase at the offices on the Western Division; and a small increase on the Eastern, and none on the Delaware Division.

8th. That nearly one-third of the passenger business for the last year, was received at New York, and one-fifth at Hornellsville and Dunkirk. The Eastern Division furnished four per cent.; the Delaware six per cent.; the Susquehanna twenty per cent.; and the Western Division furnished six per cent. of the whole passenger business, excluding the New York business from the Eastern division; the Hornellsville from the Susquehanna; and the Dunkirk business from the Western Division.

9th. That nearly one-fifth of the whole increase from passengers, over the previous year, was received at the New York office; one-fourth at the Hornellsville and Dunkirk offices; one-fifth from the offices on the Susquehanna Division, and a small increase from the offices on the other divisions.

10th. That the receipts for the transportation of the product of animals, vegetable food, manu-

factures and merchandize, form eighty per cent. of the freight receipts, while the tonnage of the same articles, forms fifty-seven per cent. of the tonnage.

11th. That the freights westward, exceeded those eastward, (excluding lumber,) in each of the months of the last year, except December, January, and February, and that in those three months, the freights eastward, exceeded those westward, by thirty-two thousand tons, of which, less than one-third was made up of lumber.

12th. That the lumber transported eastward, during seven months of the year, nearly equalized the freights in both directions, and nearly equalized the tonnage of freight transported, during each month of the year.

13th. That during each of eight months of the year, the tonnage was nearly equal, being from fifty-two to sixty thousand tons per month, the eastward tonnage being from twenty-six to thirty-five thousand tons, and the westward from twenty-two to twenty-six thousand tons.

14th. That the tonnage, during the remaining four months, ranged from thirty-seven to sixty-four thousand tons per month; the eastward tonnage, being from twenty-three to thirty-seven thousand, and the westward, from twelve to twenty-seven thousand tons.

The above analysis shows:—

First. That the present business of the road, could not be materially affected, by the competition of any existing railroads, and,

Second. That the preponderance of its business, being the transportation of freight, and the chief part of that being derived from the adjacent country, in the event of any check in the present prosperous condition of this country, the regular increase of the main business of this road, will not be interrupted, while that of other lines, which depend mainly on passenger travel, will be materially reduced; because, during such periods, pleasure travel is mainly suspended, and business travel is much lessened, whilst a contrary effect is produced in the freight traffic, the producer at such times, generally sending larger amounts to market.

The last Annual Report of the State Engineer, contains tables showing the tonnage and value, of all the articles transported, for the last five years on the Erie Canal, and on the line of railroads, running parallel with it.

Those tables show, that one class of articles, was, during that time, chiefly carried by the Canal, another class, chiefly by the railroads, and a third class, was carried by both.

In the first class are embraced, lumber, cereal products, iron and salt.

In the second class, animals and their products, vegetables, manufactures and merchandise.

The proportion of the whole tonnage of the Canal, to that of the railroad, was, as thirty-two to one, while that of the first class, was, as one hundred and eight to one; of the second class, was, two and one-third to one, and of the third class, was sixteen and one-half to one.*

The value per ton, of the same articles, which were transported on the canal and on the railroads, was as follows:

1st class on the Canal, \$18 06 per ton.
2d " " " 219 86 " "
3d " " " 91 32 " "
1st " " Railroad, 35 26 " "
2d " " " 248 60 " "
3d " " " 196 61 " "

The average value, of all the articles transported on the Canals, for the four years named, was \$48 68 per ton, and of those transported on the railroad for the same period, was \$227 41.

The Report states, "Thus the conclusions are arrived at, that those products and articles which

* This statement does not convey an accurate perception of the relative tonnage carried by the Canal and Railroad, because the average distance which the Canal tonnage was moved, was more than two hundred miles, while that of the railroad, was less than seventy miles.

are more profitably transported over the railroads, (the New York Central Line) could not, in most instances, be moved on the canal, without serious loss to the owner, and that the diversion of this business, from our navigable channels, has served to augment the legitimate business of the Erie Canal."

These tables show the effect of a canal, running parallel to a railroad, in distributing the appropriate business on each.

The New York and Erie Railroad, is intersected in four places by canals—the Delaware and Hudson, which runs parallel to it for twenty-two miles; the Chenango Canal; the Chemung Canal and feeder, which runs parallel for twenty-four miles, (including twelve miles of the Junction Canal, nearly completed) and the Genesee Valley Canal, which, when completed, will run parallel for fourteen miles.

The comparative distance to the City of New York, by the railroad, and each of these canals, is as follows:—From Delaware by railroad eighty-nine miles; by canal one hundred and sixty-two miles. From Binghamton, by railroad, two hundred and fifteen miles, by canal, three hundred and fifty-seven miles; from Elmira, by railroad, two hundred and seventy-four miles; by canal four hundred and fifty-nine miles. From Corning by railroad, two hundred and ninety-one miles; by canal, four hundred and sixty-nine miles. From Cuba, by railroad, three hundred and eighty-three miles; by canal (when completed) five hundred and nine miles.

The circuitous routes which these canals follow, and the increased time occupied in transit, prevented them from becoming competitors, for such articles of freight, as are desirable for transport on this road, while they provide a cheap mode of conveyance, for the heavy products of the country, which have too small value, to pay for railroad transportation.

The effect of these canals is therefore more particularly beneficial to the railroad, than where they run contiguous and parallel to it, as is the case on the New York Central. The annexed tables (T) show the amount of tonnage of each article shipped by the State Canals, where they are intersected by or are contiguous to the New York and Erie Railroad, and also the tolls paid thereon.

THE LUMBER TRADE.

The quantity of lumber transported during the year is one hundred and thirty thousand tons, or nearly one hundred millions of feet board measure, transported an average distance of two hundred and twenty-five miles. The receipts therefrom have been during the last fiscal year \$388,832, which is equal to one and one-third cents per ton, per mile. At the September rate of charges of transporting lumber, the receipts during the year would have been \$519,472.

The present rates of freight average over one and four-fifths cents per ton, per mile.

The lumber formed twenty per cent. of the whole tonnage, thirty per cent. of the tons carried one mile, and sixteen per cent. of the whole receipts from freight.

More than one half of the whole quantity, was transported to tide water, and the balance, chiefly to the points of intersection with the State Canals.

The Genesee Valley, ships forty per cent. of the lumber, and the Susquehanna, nearly the same amount. The Alleghany ships twelve per cent., and the Delaware five per cent. of the whole quantity.

The quantity of lumber now on hand, ready for shipment, is over fifty millions of feet, of which forty millions is seasoned, and the same quantity is destined for the Hudson River.

It is estimated, that there would be shipped, more than two hundred millions of feet annually, for the next five or ten years, if sufficient means should be provided, for transporting it.

Of this quantity, one-half would be furnished from the Genesee, and one-third from the Susquehanna Valley.

Urgent solicitations have been made, by the lumber manufacturers, to have that which is now on hand, transported to market, and to provide for the regular conveyance of that which is annually manufactured.

All of the motive power of the road, has been called into the most active requisition, during the present fall, to transport those freights, which are more remunerative than lumber.

As soon as the additional locomotives, which are now being built, are furnished, it is intended to establish trains, for the more uniform transportation of lumber.

The tariff for lumber* was increased on the first of September, ten per cent, on that shipped to the Hudson, and fifteen per cent, on that delivered at way stations. Arrangements have been made for weighing it, after being loaded on the cars, to prevent the errors of estimating partially seasoned lumber.

The quantity of coal carried during the last year, was about sixty-five thousand tons, moved an average distance of thirty-one miles. The receipts therefrom were \$25,642 46, which is equal to one and three-tenth cents per ton per mile; the shippers furnishing cars, and loading and unloading.

Coal can be conveyed cheaply over the light grades of the Susquehanna Division, and by means of the railroads and canals branching therefrom, it can be distributed to the consumers, in the interior of the State. Coal is now successfully used in the manufacture of salt at Syracuse, and it may be reasonably anticipated, that the railroads will be called upon, to deliver considerable quantities for use, at the salt works, when the water lines are closed.

VII.—A COMPARISON OF THE BUSINESS DONE, AND OF THE RECEIPTS AND EXPENSES OF THE LAST, WITH THOSE OF FORMER YEARS.

The annexed tables exhibit:

M.—The earnings from each source, for each month of the year, ending September 30th, 1853.

N.—The expenses of transportation in detail, for each month, of the same period.

O.—The expense in detail, per mile run by the trains, and also per ton, and per passenger, per mile carried.

P.—The miles run each month, by each class of trains.

They show:

1st. That the receipts from passengers were twenty-two per cent., and from freight thirty-four per cent. greater the last year, than the year previous, and that these increased percentages, were made up in the first quarter, by fourteen per cent. on passengers, and forty-seven per cent. on freight; in the second quarter, by forty-three per cent. on passengers, and thirty-four per cent. on freight; in the third quarter, by twenty-one per cent. on passengers, and the same on freight; and in the fourth quarter, by nineteen per cent. on passengers, and thirty-nine per cent. on freight.

2d. That the number of passengers carried in 1853, was one-third greater than in 1852. That the mileage of the trains, was twenty-eight per cent greater, and that of the passengers twenty-one per cent. greater.

3d. That the tonnage of freight carried, was forty per cent. greater, the mileage of the trains eleven per cent. more, and that of the freight five per cent. greater for the last, than for the previous year.

4th. That the expenses were thirty-six per cent., and the earnings twenty-nine per cent. greater, than those of the previous year.

5th. That the expenses, were two and two-tenths per cent. greater, for the last, than those of the previous year.

* White pine, green, weighs 4500 lbs. per M. ft. bd. meas. Seasoned 2500 lbs.

Hemlock timber, green, weighs 4000 lbs. per M. ft. bd. meas. Seasoned 3500 lbs.

Norway, green, weighs seasoned 3200 lbs.

6th. That the expense, per mile run by the trains, was ten and one-tenth cents greater, and the expense per ton, or per passenger carried one mile, was two-hundredths of a cent greater, than that of the previous year.

These tables further show, that the expense of operating the road, including that of repairing the rolling stock and road-way, was fifty-two and four-tenths per cent. of the receipts for the whole year: fifty-one and five-tenths per cent. for the first quarter, sixty-seven and two-tenths per cent. for the second, fifty-eight and seven-tenths per cent. for the third, and forty-five and four-tenths per cent. for the last quarter of the year.

That the expenses for repairs of the track, etc., were three and eight-tenths cents per mile run by the trains; and for operating the road six and eight-tenths cents more, during the last than the previous year. The cost per mile run, for repairs of engines, was five-tenths of a cent less.

That the chief part of the excess, in the repairs of the engines, cars, etc., (per mile run,) was in the expense of repairs of the freight engines and cars.

That the greatest excess in the cost of operating, per mile run, was in the expenses of the freight trains.

That the chief part of the excess in the average expense of transporting a passenger, or a ton of freight, one mile, was in the item of repairs of the track.

That the expenses of operating the road, per mile run by the trains, during each month of the year, were greatest in the months of December, January, June and July consecutively, and that the excess of the expenditures, during these months, was in the pay of office clerks and employees on the road; and in the repairs of the track, etc., in the summer months.

It thus appears—

That the business has increased nearly thirty per cent., the increase being greater in freight than in passengers.

That the passenger and freight trains, and the mileage of passengers and freight, have been greater for the last than the previous year.

That the cost of transportation has been reduced, during the latter part of the year, though for the whole year it does not show any material difference from the previous one; and that a much larger sum has been expended in the repairs of the track and machinery, from which it would be inferred, (as is the fact,) that the road and equipment is in better condition than it was at the end of the previous year.

COMPARISON OF THE COST, REVENUE, AND EXPENSES, OF THE NEW YORK AND ERIE WITH OTHER ROADS.

The annexed tables give—

Q.—The cost, revenue, expenses, and business done, on the New York and Erie, and the New York Central line, (including the Hudson River Railroad,) from Buffalo to New York, for the year ending September 30th, 1852.

R.—The cost in detail, per mile run by the trains, on the same roads.

These tables show—

That the whole length and expenditure on the Erie and the Central, (including the Hudson River,) were nearly the same.

That the cost of the road and equipment of the Erie, has been about five thousand dollars, per mile of single track, more than the Central.

That the number of passengers carried one mile on the Central, was more than twice the number carried one mile on the Erie; and that the tonnage of freight carried one mile on the Erie, was nearly twice the tonnage carried one mile on the Central.

That the receipts of the Central exceeded those of the Erie, thirty per cent, and the expenses twenty-one per cent.

That the cost per mile run by the passenger trains, on the Central, exceeded that on the Erie seventeen per cent.; and that the cost per mile run by the freight trains on the Erie, exceeded that of the Central, nine per cent.: a larger number of

passengers and a less amount of freight being carried in the trains on the Central, than in those on the Erie.

That the cost per mile of the Erie, compares favorably with the cost of the New England roads, and of the Baltimore and Ohio road.

That the cost of operating, per mile run by the trains, is less than that of nearly all the New England roads quoted, and is generally less for fuel, and more for repairs of machinery.

That the expenses, form a larger per centage of the earnings of the Erie, than on most of the roads quoted, and also that the earnings per mile of road are less on the Erie than on the majority of the other roads; but, that the increased business of the last year on the Erie, has made its earnings per mile, nearly equal to those of any other, and that the diminished expenses of transportation, during the last half year, and the increased tariff of charges, furnish a guaranty, that hereafter, the per centage of the expenses, to the earnings, will compare favorably with that of any road, the circumstances of which are similar.

VIII.—THE PRESENT ORGANIZATION AND MANAGEMENT.

The Board of Directors have stated meetings, on the third Wednesday of each month, and at other times, when called together, for the transaction of special business.

The President and the Executive Committee, perform all the legislative business, during the recess of the Board of Directors, and report their proceedings at the stated meetings.

The President is the chief executive officer, and all of the operations of the work are performed under his immediate direction.

The Chief Engineer has charge of the construction of new work, and is aided by two superintending Engineers, and a number of assistants; one of these Superintending Engineers, however, also performs the duties of Division Superintendent.

The work of construction is so nearly completed, that the Engineer department will soon be disbanded.

The transportation department is placed under one General Superintendent, an Assistant Superintendent, five Division Superintendents, one General Freight and one General Ticket Agent.

There is also a Treasurer, a Secretary, an Auditor, a General Land Agent, a Store-keeper, a Book-keeper, and a Chief Clerk.

The financial embarrassment, under which the enterprise has been prosecuted, and the great importance of the work of construction, and the attention which was bestowed thereon, during its progress, have necessarily embarrassed the management of the running of the road, the latter having been treated as of secondary importance, while the former was under way.

The former may now be regarded as substantially completed, and the work is relieved, not only from the cost of the employment of two sets of officers, but also from their frequent conflicting operations, which necessarily retarded and embarrassed each other, and enhanced the cost of both.

In the early opening of the road, as one of the great thoroughfares between the east and west, it was necessary to make it known to the travelling and trading public. Its great rival had long been known as the only through route—first as the Indian path, afterwards as the main stage route. To these succeeded the increased comfort and ease of Canal Packet boats, and finally, the first great line of railroads. During the latter of these periods, the increasing speed, comfort, and economy of the steamers on the Hudson, formed no inconsiderable inducement to the traveller taking the Central route.

Under these circumstances, it became indispensable for the New York and Erie Railroad Company, to use the greatest exertions to make their route favorably known at the west, to overcome prejudices, and to offer superior inducements, in comfort, promptness, and cheapness of transportation.

These efforts were necessarily attended with increased expenses, while the resulting benefits were tardily received.

They have, however, now placed it in such a favorable light before the public, that many of these expenses have become unnecessary.

Two subjects have engaged the particular attention of the Directors during the past summer—the reduction of the expenses of operating the road, and the increase of its receipts.

It was deemed that the first of these could be effected by the establishment of a system, by which the managers could ascertain the value received for all the expenditures made; by exacting a rigid accountability therefor, and by imposing a check on improvidence, in the requirement of estimates in advance for all proposed expenditures.

The value received can be ascertained, by comparisons of the expenses of the various operations with those of other similar roads, and with the several divisions of the road itself; and the expenses of the different conductors, enginemen, etc., with each other.

Such comparisons would naturally lead to an examination of any increased cost, in any particular operation, upon any division of the road, or on the part of any operative; and the cause being known, the remedy is easily applied. The effect of such investigations, is to incite the officers and subordinates to greater watchfulness and economy, to obtain from them suggestive remedies, and to create an emulation, among those of the same class, to so conduct the affairs entrusted to their charge, as to secure the approbation of their superior officers, who, they know, have the means of determining with accuracy their relative merits.

By requiring estimates in advance of the proposed expenditures, the heads of departments are compelled to exercise their discretion, in authorizing every expenditure, and this they do, with the knowledge, that this discretion will also pass under the review of, and be commented upon, by their superiors, and that the estimates will be compared with the actual cost.

To carry out the above views, the Executive Committee, in August last, passed the following resolutions:—

“The Chief Engineer must present to the President, quarterly, the expense of constructing, maintaining, and operating the road, as compared with other similar roads.

“The Superintendent must present to the President, monthly, the comparative expense of maintaining and operating each division of the road, and for each class of service, and the same in detail quarterly.

“The Division Superintendents must report monthly, through the Superintendent, to the President, the comparative expense of running the different trains, by different conductors and enginemen, of fuel, oil, etc. Also, the service performed by the engines, the actual running and loss of time, and the cost of repairs thereon.

“The Auditor must report monthly, to the President, the amount of the estimates, of the proposed expenditures, by the different officers, and also a statement, showing the estimates for, and the actual expenditures made, during each month.

“The Chief Clerk must report monthly, to the President, the amount of receipts from the different sources, and quarterly, the amount of receipts from each important station, of each service.”

The personal inspection of the work, by the members of the Board, and the close investigations which they have instituted, have enabled them to reduce the current expenses, without, (as they believe,) lessening the efficiency of the works. They are happy to add, that they have generally found a cheerful acquiescence and earnest support in carrying out these views, on the part of the officers and the subordinates of the Company.

So much has already been accomplished, that the Board feel assured, that the results of the next year's operation will be gratifying to the stockholders.

THE TELEGRAPH.

As has been previously stated, the Company has in operation four-hundred and ninety-seven miles of Telegraph, used exclusively for its own business, and fifty-two offices, and has sixty-five operators employed.

No expenditure which has been made on this work has proved more profitable than that made for this purpose. It has added to the safety of the passengers, and has given a feeling of security, to the managers and operatives of the road, against a large class of accidents, to which, without it, they are peculiarly exposed.

When accidents do occur, information is communicated immediately from the nearest station, and assisting engines, cars and men, are dispatched with the greatest promptness: thus saving in every instance the loss of considerable time and expense, besides the advantage of communicating the intelligence to all approaching trains, and avoiding the further damage, which has proved so disastrous on some other Roads.

By the rules of all well managed Railroads, freight trains are required to lie by, when they approach the stated time for the passage of passenger trains, and in like manner all the trains moving in one direction, on a single track, are required to lie by for the trains from the opposite direction. During particular seasons of the year, on certain days of the week, and on special occasions, some of the trains are so heavily laden on every road, that they cannot make the regular time between stations. In these cases, without the use of the Telegraph, all other trains moving on the road would be correspondingly delayed. By means of the Telegraph, however, the chief part of the delay in the other trains is obviated, as they can, with perfect certainty and safety, be moved forward to advanced stations for passing, and thus save the expense and inconvenience of tedious delays.

By means of the Telegraph, the Superintendent, at whatever station he may happen to be for the time, is able to place himself in direct communication with every other station on his line, learn the position of every train, and direct the movement of each, with greater precision and safety than could be done by any of the regulations which have been established on other roads.

Such regulations, however, are always observed with the same care on this, as on other roads, and the Telegraph is only permitted to be used for this purpose, when the trains have become deranged, and then only by one person, on each Division, specially authorized to perform this duty.

In the transmission of all important orders by Telegraph, there is a standing regulation, which requires that the person to whom the order is sent, should telegraph back the precise terms of the order, as it was received by him, and thus one of the causes of error is obviated.

There are many other incidental advantages, arising from the use of the Telegraph, which are so obvious, that it is unnecessary to mention them. There are run daily, each way, over the road, three Express, and one Mail Passenger Trains, and a Way Passenger Train, on the Eastern, and another on the Susquehanna Divisions, and eight Passenger Trains, from Jersey City to Paterson.

There are also run daily, each way, four regular Freight Trains, on the Eastern, and two on each of the other divisions of the Road, besides Extra Trains, which are run daily, in the time of the regular Trains.

The relative capacity of the different sections of the road, will be practically understood, by a statement of the size of the loaded freight trains, as they are made up on the different divisions.—The same Engine will haul, with the same ease, sixteen cars on the Western Division, forty on the Susquehanna Division, twenty-five over the Delaware Division, (with the exception of a short distance where an assisting engine is used,) and fourteen over the Eastern Division.

Freight trains generally travel twelve miles per hour, and Passenger trains thirty-five miles per hour. The former are usually kept a quarter of

an hour out of the way of the latter, and hence, they can run on the average but about twenty miles on a single track, without lying by for the passage of the other trains.

This requires a large number of turnouts, and would materially limit the distance which a freight train can run per day. To avoid this inconvenience, the freight trains are generally run at night as well as by day.

The cost of transport on Railroads doing a mixed business of passengers and freight, and especially, when the business is chiefly local and distributed over a considerable length of road, is not duly appreciated by a large portion of the community, and even by some of the managers of our railroads, who have advocated the policy of reduced rates for transportation.

The expense of transport depends upon certain conditions, which make the cost the same, or nearly the same, whether the number of passengers or the amount of freight, in each train, be large or small, and other conditions, which render the cost proportionate to the amount of business done.

Of the first conditions, are the following:—
The interest on the cost of the work, and taxes.

The natural decay of certain portions of the work, and equipment.

That portion of the maintenance of the track, and the repairs of the machinery, due to the effect of the running of the engine and a portion of each train.

The salaries of managers, agents, station men, and a considerable portion of the clerk hire. A portion of the train expense, such as that of the conductor, baggageman, engineer, fireman, the firing up of the engine, the waste of fuel at the end of its journey and at the stopping places, and the cost of moving the engine, tender and baggage car.

Of the second conditions, are the additional wear upon the track and machinery, and the cost of hauling the additional weight of the train, and the services of additional clerks, station attendants, and brakemen.

The irregularity in the number of passengers, and the amount of freight at different periods, requires that provision should be made for the conveyance of the greatest number and amount required. The decay of the extra equipment required to do this extra amount of business, and the interest on the cost thereof, are in most cases important items of expense.

The spirited competition between many of the rival lines, has led to the adoption of an increased speed, of the passenger trains, without duly considering the additional cost which it entails.

The repairs of the track and machinery, and the cost of fuel, which together form one half of the expense of running trains, are increased nearly as the square of the speed, and considering the greater liability to damage and accident, under high velocity, the whole cost of running, must be regarded as much greater than the direct proportion between the rates of speed. The charges for transport must therefore be materially raised, when the speed of trains is increased.

The active competition which has been maintained between many of the Railroad lines in this country, has in many cases reduced the prices for the conveyance of passengers and freights below fair remunerative charges. To remedy this, a Convention was held at Buffalo, in June last, between the Michigan Central, and Southern, the Mad River, the Cleveland and Cincinnati, the New York Central, and the New York and Erie Railroad Companies, and the Steamboat lines on Lake Erie, which finally resulted in the establishment of equal rates of fares and freights between New York and all places on and west of Lake Erie, and a limit to the rates of speed through this State.

A careful revision of the local passenger and freight tariff has also been made, and such increased charges established as were necessary to meet the increased cost of labor and materials required for Railroad transportation, and the increased speed of the trains.

The increased charges are equal to about twenty per cent, on both passengers and freight.

The natural increase of trade and travel, and the high prices which now prevail for agricultural products, have prevented the increased charges, from diminishing the amount of business done, or from imposing onerous burthens on those who have used these Railroad lines. Those who have shared so largely in the benefits which have resulted from the construction of the road, should be willing to do justice to others, who have risked so large an investment, by paying remunerative prices.

IX.—ITS FINANCIAL CONDITION.

Balances of General Ledger.—September 30. 1853.

Construction, per Schedule A	31,222,834 21
Cash on hand	428,484 04
Materials, per Schedule	
B	795,462 23
Real Estate	12,850 47 . . . 1,236,796 74
Stock of the Buffalo and	
State Line Railroad Co.	
at par	314,300 90
Bonds of the Corning &	
Blossburg Railroad Co.	
at par	9,000 00 . . . 323,300 00
Advanced to Union Rail-	
Road Co., for improve-	
ments of Road	143,427 77
Advanced to owners of	
Lake Erie Steamers	154,714 83
Advanced to owners of	
Lake Erie Propellers	61,463 04 . . . 359,605 64
Unadjusted accts., Schde-	
due B	83,306 57

\$33,225,843 16

Capital Stock issued 10,000,091 08

Funded Debt, per

 Schedule B 20,173,868 90

Floating Debt, per

 Schedule C* 2,685,026 49 . . . 22,858,895 39

Transportation, per

 Schedule D 366,390 69

Interest due March

1, 1854, on Mort-

gage Bonds, 1883 466 00

\$33,225,943 16

*To pay this amount the Company have on hand \$830,000 of Bonds, sold at par, not delivered, and \$3,000,000 of same class of Bonds not yet issued.

X.—THE PROBABLE FUTURE REVENUES AND EXPENSES.

The estimates of the prospective receipts, which the managers of this work have heretofore made, have always either fallen short of those actually received, or corresponded with remarkable coincidence.

The constant increase of the business of the road, has always exceeded the capacity of the equipment to transport, and this has undoubtedly limited the increase which would have taken place, if the Company had always had a sufficient number of Engines, Cars, etc.

The following estimates of the prospective revenue, which have been made, from time to time, by the Directors, are given, and compared with the amount of the actual receipts for the several periods stated.

The estimates which were made in February, 1851, were as follows:—

For the year 1851 estimated Receipts . . . \$2,771,333

“ “ “ 1852 “ “ . . . 3,735,198

“ “ “ 1853 “ “ . . . 4,001,900

\$10,506,531

Actual Receipts . . . 1851 \$2,778,195 58

“ “ . . . 1852 3,694,701 07

“ “ . . . 1853 4,800,000 00

November and Dec. estimated

\$11,267,900 65

The same degree of accuracy in the amount of the prospective revenue, cannot always be expected; but the Directors feel much confidence in ex-

pecting the belief, that the receipts for the ensuing fiscal year will not fall short of five and a-half millions of dollars.

The estimate of the expenses, based upon a given amount of business, can be determined with more precision than the receipts; with the amount of receipts above stated, the Directors are of the opinion, that the transportation expenses, will not exceed two millions five hundred thousand dollars.

These statements show that the earnings of the road will pay the interest on the debt, and continue satisfactory dividends to the Stockholders.

From the preceding statement, in reference to the resources of the road, the Directors entertain a firm conviction, that its business will continue to increase for many years, and that if its affairs are managed with economy and judgment, it will prove to be one of the safest and most productive investments in the country.

In the foregoing review of the operations of the work entrusted to our directions, we have endeavored to present in a clear light all the circumstances in its past history and its actual condition, necessary to form a just idea of its position in relation to the great business interests of the community; and to furnish the data for a correct estimate of its future resource, and its character as a financial investment.

The facts stated therein, and the conclusions arrived at, may be briefly summed up as follows:

The New York and Erie Railroad is a work of greater magnitude than any hitherto constructed by private enterprise in this country. It has been carried on through the most formidable financial difficulties, as well as those arising from the nature of the country it was obliged to traverse, and has, by its final and successful completion, fully vindicated the correctness of the views of its far seeing and sagacious projectors.

It has been placed on the most favorable line that the topography of the country afforded, and the natural features of that country present almost insurmountable barriers to the construction of a competing line, while at the same time, they compel all the lateral roads which are built to become tributary to it.

The works have all been constructed in the most permanent and substantial manner, and it has now been so long in operation, that any defects, existing in its original structures, have become known and have been corrected, and future expenses from this source must therefore be comparatively light.

More than one half of its receipts are derived from freight and its business is chiefly from the local territory through which it and its tributaries pass, which territory is as yet very imperfectly developed, and will always prove a source of large revenue which cannot be diverted.

Its tributaries have no other outlet, and they and the main trunk, open into different regions, having greatly diversified products, the necessary interchange of which will always form a large source of revenue.

It lies on the line of the greatest thoroughfare of trade and travel on the Continent, and must share largely therein.

Its management has been placed on a new basis by which its efficiency will be increased, and its expenses reduced, while the annually increasing business, and the higher tariff of charges for freight and passengers, recently adopted, will together secure to the Stockholders an ample return for their investment.

The expenditure which has been made, has given the Road sufficient capacity to enable it to perform a business, largely increased beyond that now done; whenever that increased business demands additional facilities, that circumstance will furnish a sufficient guarantee of an ample return for such further expenditure as may then be required.

Its finances are now established on a safe and firm basis, and its revenue may be regarded as certain to prove the investment a very profitable one.

Its cost, revenue, and expenses, already com-

pare favorably with those of any of the great lines of Railroad in the United States, and its prospects for the future, are as promising as its warmest friends could hope for.

All of which is respectfully submitted.

HOMER RAMSDELL, GOVERNOR MORRIS,
SAMUEL MARSH, NELSON ROBINSON,
HENRY SHELDON, WILLIAM J. MCALPINE,
WILLIAM E. DODGE, DANIEL DREW,
SHEPHERD KNAPP, EDWARD C. WEEKS,
CORNELIUS SMITH, ALANSON ROBINSON,
THOMAS J. TOWNSEND, JOHN ARNOT,
MARSHALL O. ROBERTS, AMBROSE S. MURRAY,
CHARLES M. LEUFP,

Texas Pacific Railroad--Southern Route.

We have received from Austin, the capital of Texas, a copy of the new bill, entitled "An Act to provide for the construction of the Mississippi and Pacific Railroad." The act was finally passed by both Houses of the Legislature by a large vote. It provides for a liberal grant of land to the Corporation that shall undertake the construction of the road.

Sec. 1. Grants twenty sections of land, of 640 acres each, for each and every mile of said road: limiting the course from any point on the boundary line of Texas, not north of Fulton in Arkansas, to a suitable point on the Rio Grande, at or near El Paso.

Sec. 2. A right of way is granted for said road through the public domain, of 300 feet in width—with all timber, &c. adjoining and requisite for the continuation of the road.

Sec. 3. Limits the rails to not less than 64 pounds to the yard; fifty miles to be finished in eighteen months after the contract, and one hundred miles every year thereafter.

Sec. 4. The Governor authorised to issue advertisements, inviting proposals for the construction of said road. Such proposals to be filed before the 20th of April next, in the office of the Secretary of State.

Sec. 5. The Governor authorized to select on or after May 1st such bids as shall, under all the circumstances, offer the best assurances of the completion of the road by contracting parties.

Sec. 6. Charter granted to such contracting party for the period of ninety-nine years.

Sec. 7. The Company to maintain a railroad from the Mississippi to the Pacific, by forming connections with such other companies as they may deem proper.

Sec. 8. The capital stock shall be "twenty millions of dollars," and may be increased to such sum as shall be essential for the construction of the road.

Sec. 9. The Company authorized to borrow money upon their bonds, with power to mortgage the road to secure the payment of such bonds and the interest thereon.

Sec. 10. Authorizes trials before the District Court and in Justices' Courts, in all disputed cases of damages for land taken from individuals for the use of the road.

Sec. 11. The Company to keep the road in good repair, with suitable carriages, &c. (No penalty stated for failure.)

Sec. 12. The Company, within sixty days after the contract, to deposit with the State Treasurer \$300,000, as a guarantee that fifty miles or more of such road shall be constructed within eighteen months, such fund to become the property of the State in case of non-execution of the contract.

Sec. 13. Authorises the survey of the lands through which the first fifty miles of the road shall pass, and the grant of patent to the company for lands "thirty miles on each side of the same," and further, for all distances beyond the first fifty miles, as fast as finished.

Sec. 14. All the vacant lands of the State east of 108 degrees longitude, and between the parallels of latitude 31 and 33 north; also all west of 103 longitude, and between latitude 30.30 and 32 degrees north latitude shall be reserved from sale until the said road is located.

Sec. 15. In case the company fail to complete the said road according to contract, all incomplete portions and parts shall revert to the State.

Sec. 16. The Governor authorized in such case of forfeiture, to contract with other parties for the completion of the road.

Sec. 17. An appropriation made to pay preliminary expenses for the execution of this law.

We understand that the lands granted by the above act will probably become vested in the company of which Mr. Chatfield is President. The above may be considered as an important move in favor of the *Northern* route for the *Pacific* Railroad.

North Carolina Railroad.

The Directors of this road held their regular quarterly meeting at Charlotte on the 21st ult.

We learn that no business of special importance was transacted. The President reported a purchase of 4,000 tons additional iron, making with what has been purchased for the 1st division, 13,000 tons as yet contracted for, or enough to lay 138 miles of the road. The new purchase is to be shipped in February or March, and is to be applied to the 2d division. Some 7,000 tons of iron are lying at Charlotte for the 4th division, and 2,000 more, perhaps have been landed at Charlotte. The laying of the track from Charlotte will be commenced as early in the approaching year as it can be done. The Company we learn, will do this itself; competent superintendents have been engaged, and efforts are making to hire the requisite number of hands.

No selection has yet been made of a location for the principal machine shop.

Twelve miles and a half of the 1st division have been laid down with iron.

We also learn that the accounts from the survey of the Western Extension indicate that a more favorable route to Asheville may be had than the fondest anticipations have led its friends to believe.—*Raleigh Standard.*

Responsibilities of Conductors on French Railroads.

A "railroad accident" happened on the road between Paris and Bordeaux. It was just one of these cases where no blame is attached to the driver; there was a delay of a train, a little obstinacy on the part of a conductor, a trifling degree of carelessness on the part of a station master, etc., (as in the whole chapter of railroad accidents, *passim*), a smash-up, six lives lost and twenty persons more or less injured. It was brought before a Court, examined into with boundless patience, the trial lasting many days, and ending with the condemnation of conductor, station master and two others, to fine and imprisonment. The law, in accordance with the terms of which they were condemned, reads as follows: "Whoever shall have involuntarily caused personal injury by unskillfulness, imprudence, inattention or disregard of regulations, shall be punished by imprisonment of not less than one week, nor of more than six months, and by a fine of not less than fifty nor more than one thousand francs; if he has caused death, the limits of the term of imprisonment are six months and five years, and of the fine 300 and 3,000 francs."

Appointment.

The Dauphin and Susquehanna Coal Company, which is chiefly owned in New York, have appointed Ellwood Morris, Esq., Civil Engineer, to the charge of their extensive lands, mines and railroads in Pennsylvania. This company own a very large and valuable coal estate, comprising 40,000 acres of land, about 60 miles of first class railway, and have invested nearly \$4,000,000. Mr. Morris is an engineer of well established reputation, and we regard his appointment as a very favorable one for the interests of the above company.

Commerce of the New York Canals.

The following summary will show the amount and value of the tonnage which reached tide unto the past year over the New York Canals.

1852.		
Description.	Tons.	Value.
Forest.	1,061,677	\$12,487,658
Agriculture.	989,268	45,009,889
Manufactures.	47,512	3,356,804
Merchandise.	10,606	3,749,824
Other articles.	122,760	2,289,427
Total.	2,234,822	\$66,893,102

1853.		
Description.	Tons.	Value.
Forest.	1,348,903	\$13,626,801
Agriculture.	921,321	47,286,341
Manufactures.	42,501	3,256,056
Merchandise.	13,382	5,549,123
Other articles.	170,390	3,675,244
Total.	2,491,497	\$73,893,065

The number of tons and value thereof going from tide-water in 1852 and 1853, is as follows.

1852.		
Description.	Tons.	Value.
Merchandise.	396,087	.....
Furniture.	639	.....
Other articles.	124,801	.....
Total.	521,527	\$118,896,444

1853.		
Description.	Tons.	Value.
Merchandise.	426,400	.....
Furniture.	401	.....
Other articles.	133,952	.....
Total.	560,754	\$114,090,801

Aggregate statement of the tonnage and value of the property which came to and went from the Hudson River, on all the canals in the years 1853 and 1852:

1853.		
Description.	Tons.	Value.
1852.	3,052,251	\$187,483,866
1853.	2,756,349	185,789,546

Increase.... 295,902 \$1,694,326
Compared with the preceding year of 1852, it will be seen there is an increase of 256,675 tons of down tonnage with an increased valuation of \$6,499,933, and that there is an increase of 39,227 tons of upward tonnage with a decreased valuation of \$4,805,634, making an increased tonnage of 295,902 tons and of valuation \$1,694,326.

The increased tonnage is mainly chargeable upon lumber, one or two articles of provisions, wheat, and upon articles unimportant in value, classed under the head of "other articles." The deficiency in tonnage is upon flour, corn, ship-stuffs, tobacco, &c., &c.

The flour and wheat arrived at tide water is valued at THIRTY MILLIONS of dollars, being more than forty per cent. of the value of all the articles received.

Little Miami Railroad.

The Directors of this Company in announcing their dividend of 5 per cent. say:

"The business of the year just closed, has been large, yielding a net profit of \$352,132 78, which, after paying two dividends of 5 per cent. each, leaves a surplus of \$89,996 69 carried to the contingent fund and subject to the future disposition of the Company. The Board of Directors have been induced to give the Stockholders the privilege of receiving their dividend in stock (now worth, with their dividend, 20 per cent. premium), from the fact that the earnings of the year have been mostly expended in the construction of the double track, which has been pushed forward with energy, and is expected to be finished to the Hillsborough Railroad (23 miles), by the 1st day of June next. The privilege of receiving stock will expire on the 1st day of March next, after which the dividends will be payable in cash only. Those stockholders registered on the New York books,

wishing their dividend in stock, will notify their wishes to the Treasurer in writing, who will forward their certificate to the New York Office by return mail."

American Railroad Journal.

Saturday, January 14, 1854.

Stock and Money Market.

The Share market continues inactive with slightly receding prices. Any immediate general improvements are probably out of the question, until foreign affairs take a more definite shape. The public mind of this country is as uncertain as to what would be the influence of an European war upon the United States, as it is, as to what the event is to be. So long as this feeling of uncertainty prevails, no decided movement will take place in any direction.

The present State of things is not in the whole unfavorable to the Railroad interests of the country. It will check the bringing out of new enterprises, but will not materially postpone the construction of such as have made any considerable progress towards completion. This fact will render the investments that have been made the more valuable, and will enable our people to avail themselves of the light of experience as a guide to future progress.

In the mean time the earnings of our railroads continue to show a very large increase over those of the previous year. The year that has just closed has been one of extraordinary prosperity, which cannot fail to exert a strong influence in sustaining the prices of Railway shares and bonds.

We learn that there has been a considerable improvement in the foreign demand for our securities for a few weeks past.

1853.	1853.
Hudson River R. R., \$123,174	\$88,889
New York and New Haven 59,338	52,226

Earnings of Railroads for December.

1853.	1852.
New York Central. \$420,025	\$357,717
Ohio and Pennsylvania 64,680	33,854
Cincinnati, Hamilton and Dayton. 41,258	23,833
Pennsylvania R. R. 250,000	217,121
Erie. 415,402	352,138

Reading Railroad.—The annual meeting of this company was held at Philadelphia on the 10th inst. The following is a statement of the operations of the road the past year:

The gross receipts for the year 1853 were.	\$2,688,287 59
Working expenses.	\$1,066,551 53
Drawback, etc.	165,985 99
	1,222,587 52

Nett profit for the year.	\$1,465,750 07
Interest for year.	\$571,914 00
Renewed fund.	106,974 23
	678,888 23

Dividend Fund.	786,861 34
Add Dividend Fund '52.	2,115 66
	788,977 50

Total Dividend Fund.

Which was disposed of as follows:

July and January dividends on preferred stock, State taxes, sinking funds and interest account. Total, \$506,244 83. Leaving a dividend fund for 1853 of \$282,782 67.

The gross receipts for 1853 exceed those of 1852

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Miles open.	Capital paid in.	Funded debt.	Tot. cost of road and equipment.	Gross Earnings for last official year.	Net Earnings for last official yr.	Divid. for do.	Price of Share.
Atlantic and St. Lawrence... Maine.	150	1,538,100	2,973,700	5,150,278	254,748	113,520	none	82
Androscoggin and Kennebec...	55	809,578	1,016,500	2,064,458	140,561	80,053	none	30
Kennebec and Portland....	72	952,621	29,80	2,514,067	168,114	100,562	none	41
Port, Saco and Portsmouth....	51	1,355,500	128,884	1,459,384	208,602	.....	6	99 $\frac{1}{4}$
York and Cumberland....	20	285,747	341,100	713,605	23,946	11,256	none	24
Boston, Concord and Montreal. N. H.	98	1,649,278	622,200	2,540,217	150,538	79,659	none	35
Concord....	35	1,485,000	none.	1,485,000	305,805	141,836	8	104 $\frac{1}{4}$
Cheshire....	54	2,078,625	720,900	3,002,094	287,768	55,266	5	38
Northern....	82	3,016,634	.....	.....	328,782	163,075	5	51 $\frac{1}{4}$
Manchester and Lawrence....	24	717,543	.....	.....	.....	.....	6	89
Nashua and Lowell....	15	600,000	none.	651,214	132,545	51,513	8	106
Portsmouth and Concord....	47	.....	.....	1,400,000	.....	.....	none	....
Sullivan....	26	.....	.....	673,500	.....	.....	none	21
Connecticut and Passumpsic. Vt.	61	1,097,600	550,000	1,745,516	.....	.....	none	30
Rutland....	120	2,486,000	2,429,100	5,577,467	495,897	266,539	none	20
Vermont Central....	117	8,500,000	3,500,000	12,000,000	.....	.....	.....	13 $\frac{1}{4}$
Vermont and Canada....	47	1,500,000	.....	1,500,000	Leased to the Vt. C. ent.	98	.....	....
Western Vermont....	51	392,000	700,000	.....	Recently opened.	none	....	....
Vermont Valley....	24	.....	.....	.....	.....	.....	none	....
Boston and Lowell. Mass.	28	1,830,000	.....	1,995,249	388,108	130,881	7	93
Boston and Maine....	82	4,076,974	150,000	4,092,927	659,001	388,215	7	103 $\frac{1}{4}$
Boston and Providence....	53	3,160,390	390,000	3,546,214	469,656	227,434	6	85
Boston and Worcester....	69	4,500,000	425,000	4,845,967	758,819	331,296	7	100
Cape Cod branch....	28	421,295	171,800	633,906	60,743	30,056	2	40
Connecticut River....	52	1,591,100	193,500	1,801,946	229,004	72,028	5	55
Eastern....	75	2,850,000	500,000	3,120,391	488,793	241,017	7	87
Fall River....	42	1,050,000	none.	1,050,000	229,445	99,589	8	100
Fitchburg....	66	3,540,000	112,305	3,623,073	574,574	232,787	6	93 $\frac{1}{4}$
New Bedford and Taunton....	20	500,000	none.	520,475	164,230	43,950	7	117
Norfolk County....	26	547,015	819,743	1,245,927	67,251	23,415	none	68
Old Colony....	45	1,964,070	282,300	2,293,534	322,213	101,510	none	91
Taunton Branch....	12	250,000	none.	307,136	137,406	24,399	8	....
Vermont and Massachusetts....	77	2,140,536	1,001,500	3,203,333	218,679	18,648	none	21 $\frac{1}{4}$
Worcester and Nashua....	45	1,134,000	171,210	1,321,945	162,109	66,900	4	58
Western....	155	5,150,000	5,319,520	9,953,759	1,339,873	688,194	6	97
Stonington. R. I.	50	.....	467,700	.....	240,572	110,892	....	66
Providence and Worcester....	40	1,457,500	300,000	1,731,498	253,690	139,514	6	95
Canal. Conn.	45	922,500	500,000	1,400,000	.....	4	65	....
Hartford and New Haven....	72	2,350,000	800,000	3,150,000	639,529	294,269	10	124
Housatonic....	110	.....	.....	2,500,000	329,041	168,902	none	....
Hartford, Prov. and Fishkill....	50	.....	.....	In progress	69,629	.....	none	....
New London, Wil. and Palmer....	66	558,861	800,000	1,511,111	114,410	.....	....	39
New York and New Haven....	61	3,000,000	1,641,000	4,978,487	806,713	428,173	7	99 $\frac{1}{4}$
Naugatuck....	62	926,000	440,000	.....	.....	8	....	....
New London and New Haven....	55	750,500	650,000	1,380,610	Recently opened.	none	52	....
Norwich and Worcester....	54	2,121,110	701,600	2,596,488	267,661	116,965	4	59
Buffalo and New York City. N. Y.	91	900,000	1,550,000	2,550,500	Recently opened.	none	85	....
Buffalo, Corning and N. York....	132	.....	.....	In progress	.....	.....	none	65
Buffalo and State Line....	69	879,636	872,000	1,921,270	Recently opened.	....	....	130
Canandaigua and Niagara F....	50	.....	.....	In progress	.....	.....	....	....
Canandaigua and Elmira....	47	425,509	582,400	987,627	76,760	39,360	none	68
Cayuga and Susquehanna....	35	687,000	400,000	1,070,786	74,241	23,496	none	....
Erie, (New York and Erie)....	464	10,000,000	24,008,865	33,070,863	3,537,766	1,691,623	7	774
Hudson River....	144	3,740,515	7,046,395	10,527,654	1,063,659	338,783	none	66 $\frac{1}{4}$
Harlem....	130	4,725,250	977,463	6,102,935	681,445	324,494	5	54 $\frac{1}{4}$
Long Island....	95	1,875,148	516,246	2,446,391	205,068	44,070	none	30 $\frac{1}{4}$
New York Central....	504	23,085,600	10,773,823	33,859,423	.....	.....	....	114
Ogdensburg (Northern)....	118	1,579,969	2,969,760	5,133,834	480,137	195,847	none	30
Oswego and Syracuse....	35	350,000	201,500	607,803	90,616	43,609	4	70
Plattsburg and Montreal....	23	174,042	131,000	349,775	Recently opened.	none	....	....
Rensselaer and Saratoga....	25	610,000	25,000	774,495	213,078	96,737	....	....
Rutland and Washington....	60	850,000	400,000	1,250,000	Recently opened.	....	....	....
Saratoga and Washington....	41	899,800	940,000	1,832,945	173,545	135,017	none	30
Troy and Rutland....	32	237,690	100,000	329,577	Recently opened.	....	....	33
Troy and Boston....	39	430,936	700,000	1,043,357	Recently opened.	none	....	....
Watertown and Rome....	96	1,011,940	650,000	1,693,711	225,152	116,706	8	95
Camden and Amboy. N. J.	65	1,500,000	.....	4,327,498	1,388,385	478,413	10	145
Morris and Essex....	45	1,022,420	128,000	1,220,325	149,941	79,252	7	....
New Jersey....	31	2,197,840	476,000	3,245,720	603,942	316,259	10	131
New Jersey Central....	63	986,106	1,500,000	2,379,880	260,899	124,740	3	....
Cumberland Valley. Penn.	56	1,184,500	18,000	1,265,143	118,617	76,890	5	....
Erie and North East....	20	600,000	.....	750,000	Recently opened.	....	125	....
Harrisburgh and Lancaster....	36	880,100	713,227	1,702,528	265,327	106,320	8	52
Philadelphia and Reading....	95	6,656,832	10,427,800	17,141,987	2,480,626	1,251,987	7	73 $\frac{1}{4}$
Philad., Wilmington and Balt.	98	8,850,000	2,403,276	6,818,889	667,785	888,501	5	79 $\frac{1}{4}$

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.		Miles open.	Capital paid in.	Funded debt.	Tot. cost of road and equipment.	Gross earnings for last official year.	Net earnings for last official yr.	Dividend for do.	Price of shares.
Pennsylvania Central	Penn.	250	9,768,155	5,000,000	13,600,000	1,943,827	617,625	....	97 1/2
Philadelphia and Trenton	"	30	....	....	....	....	....	....	....
Pennsylvania Coal Co.	"	47	....	....	....	....	....	....	102 1/2
Baltimore and Ohio	Md.	381	9,188,300	9,827,123	19,542,307	1,325,563	615,384	7	57 1/2
Washington branch	"	38	1,650,000	....	1,650,000	348,622	216,237	8	....
Baltimore and Susquehanna	"	57	....	....	....	413,673	152,536	....	....
Alexandria and Orange	Va.	65	....	....	In prog.	....	....	....	....
Manassas Gap	"	27	....	....	In prog.	....	....	....	....
Petersburg	"	64	769,000	173,867	1,163,928	227,593	72,370	7	77
Richmond and Danville	"	73	1,372,324	200,000	In prog.	....	....	....	70
Richmond and Petersburg	"	22	685,000	....	1,100,000	122,861	74,113	none	40
Rich., Fred. and Potomac	"	76	1,000,000	503,006	1,531,238	254,376	113,256	7	100
South Side	"	62	1,357,778	640,000	2,106,467	62,762	....	....	....
Virginia Central	"	107	1,400,100	446,036	In prog.	176,485	74,902	none	61
Virginia and Tennessee	"	60	3,000,000	1,500,000	In prog.	....	....	....	98
Winchester and Potomac	"	32	180,000	120,000	416,582	89,776	....	12	....
Wilmington and Raleigh	N. C.	161	1,338,878	1,184,698	2,965,574	510,038	153,898	6	....
Charlotte and South Carolina	S. C.	110	....	....	....	....	....	....	....
Greenville and Columbia	"	140	1,004,231	300,000	In prog.	....	....	....	....
South Carolina	"	242	3,858,840	3,000,000	7,002,396	1,000,717	609,711	7	125
Wilmington and Manchester	"	....	....	....	In prog.	....	....	....	....
Georgia Central	Ga.	191	3,500,000	418,187	3,465,879	986,074	535,608	8	115
Georgia	"	211	4,000,000	1,214	....	934,424	456,468	7 1/2	....
Macon and Western	"	101	1,214,283	168,000	1,596,283	296,584	153,697	9	100
Muscogee	"	71	....	....	In prog.	....	....	....	....
South Western	"	50	586,887	150,000	748,525	129,395	71,535	8	....
Alabama and Tennessee River	Ala.	55	....	....	In prog.	....	....	....	....
Memphis and Charleston	"	93	776,250	400,000	In prog.	....	....	....	....
Mobile and Ohio	"	33	879,868	....	In prog.	....	....	....	....
Montgomery and West Point	"	88	688,611	....	1,330,960	173,542	76,079	8	....
Southern	Miss.	60	....	....	....	....	....	....	....
East Tennessee and Georgia	Tenn.	80	835,000	541,000	In prog.	....	....	....	....
Nashville and Chattanooga	"	125	2,093,814	850,000	In prog.	....	....	....	....
Covington and Lexington	Ky.	38	1,430,150	900,000	In prog.	....	....	....	....
Frankfort and Lexington	"	29	357,218	....	584,902	87,421	44,250	....	80
Louisville and Frankfort	"	65	....	....	....	....	....	....	....
Maysville and Lexington	"	....	....	....	....	....	....	....	....
Cleveland and Pittsburgh	Ohio	100	1,239,450	1,371,000	2,963,756	194,429	123,306	6	86
Cleveland and Toledo	"	147	2,000,000	1,600,000	1,317,140	....	....	....	92 1/2
Cleveland, and Erie	"	95	....	....	....	....	....	....	....
Cleveland and Columbus	"	135	3,027,000	408,200	3,655,000	777,798	483,454	12	124
Columbus, Piqua and Indiana	"	46	....	....	2,000,000	....	....	....	80
Columbus and Lake Erie	"	61	....	....	....	....	....	....	....
Cincinnati, Ham. and Dayton	"	60	2,100,000	500,000	2,659,653	321,793	200,967	....	106
Cincinnati and Marietta	"	....	....	....	In prog.	....	....	....	72
Dayton and Western	"	40	310,000	550,000	925,000	Recently opened.	....	....	80
Dayton and Michigan	"	20	....	....	In prog.	....	....	....	....
Eaton and Hamilton	"	36	....	....	....	....	....	....	60
Greenville and Miami	"	31	....	....	....	....	....	....	....
Hillsboro	"	37	....	....	In prog.	....	....	....	....
Little Miami	"	84	2,370,784	....	2,634,157	526,746	314,670	10	113
Mansfield and Sandusky	"	....	900,000	1,000,000	1,855,000	....	....	....	....
Mad River and Lake Erie	"	167	2,387,200	1,767,000	4,110,148	540,518	113,401	....	95
Ohio Central	"	57	....	....	In prog.	....	....	....	90
Ohio and Mississippi	"	....	....	....	....	....	....	....	87
Ohio and Pennsylvania	"	187	1,750,700	2,450,000	....	Recently opened.	....	....	....
Ohio and Indiana	"	....	....	....	In prog.	....	....	....	....
Scioto and Hocking Valley	"	44	750,000	300,000	....	Recently opened.	....	....	....
Xenia and Columbus	"	54	1,092,137	119,500	1,257,714	Recently opened.	185,363	15	116
Evansville and Illinois	Ind.	31	....	....	In prog.	237,506	....	....	....
Indiana Central	"	....	....	....	....	....	....	....	90
Indiana Northern	"	131	....	....	....	....	....	....	115
Indianapolis and Bellefontaine	"	83	....	....	....	....	....	....	166
Lawrenceburg and Ind.	"	90	....	....	In prog.	....	....	....	77
Lafayette and Indianapolis	"	62	....	....	....	....	....	....	82
Madison and Indianapolis	"	88	1,650,000	750,000	2,400,000	516,414	268,075	10	70
Peru and Indianapolis	"	40	....	....	In prog.	....	....	....	65
Terre Haute and Indianapolis	"	72	632,387	663,100	1,353,019	105,944	71,446	4	108
Rock Island and Chicago	Ill.	135	2,400,000	4,000,000	4,600,000	....	....	....	....
Chicago and Mississippi	"	....	....	....	....	....	....	....	136
Illinois Central	"	....	....	....	....	....	....	....	....
Galena and Chicago	"	92	1,982,361	500,000	In prog.	473,548	286,152	....	122
Michigan Southern	Mich.	315	2,800,000	2,629,000	6,430,246	592,187	293,046	....	126
Michigan Central	"	282	4,866,700	8,977,568	8,618,505	1,145,598	582,816	8	99
Pacific	Mo.	88	1,000,000	none.	In progress	Recently opened.	....	....	....

by \$207,661 18, those from coal being in excess \$104,017.

Passengers \$57,383 04
Merchandise 41,648 19
U. S. Mail and miscellaneous 4,662 95
The expenses in each department are less than in 1852, giving increase with profits of \$218,762.78.

We learn that the Managers have declared dividends of 3 1/2 per cent. on the Preferred, and 4 per cent. on the common stock, making 7 per cent. on each for the year, leaving a surplus of \$52,152 89.

The sinking funds give a fund for distribution in common stock of one and a half per cent. on both stocks, in addition to the cash dividends and loans or surplus of \$1,075 29 for the preferred and \$43,091 97 for the common stock for future division.

The following statement will show the earnings of the Baltimore and Ohio Railroad by months for the year just closed:—

1853.	Main stem.	Wash'tn Br.
January	101,819 49	27,529 10
February	99,017 27	29,847 85
March	216,267 37	54,153 02
April	200,219 59	32,527 47
May	204,950 01	32,318 66
June	189,967 51	30,642 84
July	164,140 42	27,170 85
August	217,011 89	29,197 77
September	239,300 41	31,229 03
October	257,876 96	32,291 23
November	296,273 53	27,768 25
December	294,066 76	28,097 61
Total	2,480,910 71	388,272 59
The receipts in 1853 were	1,511,732 52	356,697 62
Increase	958,178 49	26,575 97

The revenue for December was as follows

Main stem.	Wash. Br.	Totals.
Passengers \$888,531 31	\$20,140 35	\$58,671 66
Freight 255,585 45	7,957 26	263,492 71

\$294,066 76 \$28,097 61 \$322,164 37

The receipts of the above road for December, 1852, were—

Main Stem—133,863. Wash'tn Branch—26,782.

The following is a comparative statement of receipts and expenditures of the Pennsylvania Railroad for the years 1852 and 1853:

RECEIPTS.	1852.	1853.
January	\$87,920 54	\$288,536 26
February	155,598 64	284,461 49
March	244,457 53	310,955 82
April	266,411 21	270,126 62
May	163,634 05	195,072 90
June	126,024 30	156,973 59
July	122,127 89	157,244 90
August	152,769 61	236,498 19
September	174,315 69	260,086 76
October	150,045 69	245,058 30
November	143,100 94	246,145 33
December	217,121 72	250,000 00
Total	\$1,943,827 81	\$2,846,110 16
Receipts for 1852		\$1,943,827 81
Expenses		1,329,334 85
Net profits, 1852		\$614,442 96
Receipts for 1853		\$2,846,110 16
Expenses		1,700,000 00
Net profits, 1853		\$1,146,110 16
Increase of profits over 1852		\$581,667 20

The following is a comparative statement of the earnings of the Erie railroad for the years 1852 and 1853.

	1852.	1853.
January	\$171,400	\$263,898
February	201,300	287,011
March	251,100	363,837
April	320,895	412,288
May	369,285	350,142
June	312,300	336,018
July	301,800	318,182
August	313,600	410,671
September	375,100	516,019
October	376,838	552,995
November	348,162	503,827
December	352,138	415,402
Total	\$8,693,919	\$4,729,290
Increase		\$1,035,301

The comparative receipts of the New York Central Railroad for the past five months have been as annexed:

	1853.	1852.
August	\$488,195 44	\$874,075 94
September	562,752 29	438,674 97
October	555,945 34	416,541 17
November	460,821 66	361,889 35
December	420,025 39	357,717 21
Total	\$2,487,740 17	\$1,948,888 69
Increase		\$588,841 43

The deposits of Gold at the Philadelphia Mint in December were \$4,445,000, against \$3,336,981 in December of last year. The table for the year is as follows:

GOLD DEPOSITED AT THE PHILADELPHIA MINT.		
	1852.	1853.
January	\$4,161,688	\$4,962,962
February	3,010,222	3,548,523
March	3,892,156	7,533,752
April	3,091,037	4,766,000
May	4,345,578	4,425,000
June	6,689,474	4,545,179
July	4,193,880	3,505,531
August	2,671,563	4,512,000
September	4,253,687	3,027,802
October	4,140,069	4,452,000
November	7,279,941	3,650,000
December	8,336,931	4,415,000
Total	\$51,066,276	\$53,373,552

The coinage for the month of December was:

	Pieces.	Amount.
Gold	471,674	\$4,291,183 50
Silver	9,401,810	914,260 00
Copper	1,568,403	15,498 46

The total coinage for the year 1853 is as follows:

	Pieces.	Amount.
Gold	7,253,476	\$51,888,882 50
Silver	55,751,068	7,852,571 00
Copper	6,770,825	67,059 78

	Total.	\$59,808,518 28

The Gold deposits at the Branch Mints, during the year 1853, up to December 1, were—

Dalhousie	405,246 29
Charlotte	112,095 84
New Orleans	1,767,546 13

	Total.	\$2,284,888 26

The whole deposits of Gold at all the Mints, during the year, with the exception of the Branch Mints in December, are \$55,658,491. Of this about \$30,000,000 have been taken out of the country, leaving about \$25,000,000. The total deposits of Gold at all the Mints since the discovery of California Gold, is about \$213,000,000.

The subjoined Railroad Companies paid on the

first day of January semi-annual Dividends as follows:—

	PER CENT.	PER CENT.	
*New York Central	6	Fall River	4
Harlem (Preferred)	4	Bost. & Wor.	3½
Bellefonte, & Indiana	4	Wor. & Nash.	2½
Indianap. & Belle.	4	Bost. & Lowell	3
Terre Haute & India.	4	Bost. & Maine	4
Little Miami	5	Bost. & Prov.	3½
Ohio & Pennsylva.	4	Cheshire (pref.)	2
Columb. & Xenia	5	Concord	4
Michigan Southern	10	Eastern	3
+Michigan Central	8	Fitchburgh	3
Man. & Lawrence	3½	Nash. & Lowell	4
Northern	2½	Reading	4
Norw'ch. & Worc'str.	2	Rutl'd. (pref.)	4
Port. & Portsmouth	3	Vt. & Canada	4
Phila. Wilm. & Balt.	3	Naugatuck	4
Danbury & Norwalk	3	Morris & Essex	3½

*For nine months. For the year.

Lake Erie, to Lafayette, Indiana, and also with a line from Cincinnati to Chicago, which crosses at Peru and is now under construction.

Columbus and Xenia Railroad.

The following statement will show the operations of this road for the past year.

Capital stock to provide a dividend.....	\$1,291,000
Gross earnings, Dec. 1, 1852, to Nov. 30, 1853.....	\$317,000
40 per cent expenses.....	126,800
Total.....	\$190,200
10 per cent. deprecia fund.....	31,700-\$158,500
Dividend and interest in June.....	\$73,300
Dividend in December.....	64,500-137,800
Leaving surplus for 1853.....	\$20,700
The surplus in 1852.....	17,600

Surplus, after providing for depre'n road..... \$38,300
The debt of the road is less than \$300,000.
Two semi-annual dividends of 5 per cent. each have been paid.

Taxable Property in Ohio.

The total valuation of the taxable real property of Ohio, according to the Assessors' list for 1853, is \$566,964,835
1846..... 324,495,772

Increase..... \$229,593,520
The number of acres taxed is 24,811,855; value \$382,725,323. The above does not include lots in towns and cities. The number of domestic animals taxed is: Horses, 574,844; Mules, 3,026; Cattle, 1,506,563; Sheep, 3,773,269; Hogs, 2,341,502. Aggregate value, \$53,680,231. The wheat crop was—

Date.	Average per acre.	Total.
1850.....	17.3	23,769,180
1851.....	15.2	25,809,225
1852.....	14.1	22,962,774

The corn crop was—

Date.	Average per acre.	Total.
1850.....	36.8	56,619,608
1851.....	36.7	61,171,282
1852.....	33.6	52,163,517

Presentation.

William Parker, Esq., late General Superintendent of the Baltimore and Ohio Railroad, has been made the recipient of several handsome presents from his late employees as testimonials of their respect and esteem. These consist of a silver tea set service, valued at \$1000; a gold watch, valued at \$225, a gold head cane, and a gold pen and pencil. Mr. Parker has been appointed Superintendent of the Boston and Lowell Railroad, and enters soon upon his new field of labors.

Locomotive Factory in Milwaukee.

We learn that the "Menomonee Machine Shop" of Milwaukee has built several locomotives, most of which are in use on the Milwaukee and Mississippi Railroad. The *neuclei* of several large establishments for the manufacture of locomotives are already established in the West. Cincinnati, Louisville, Nashville, Covington, Zanesville, Cleveland, Chicago, St. Louis, and Milwaukee are already occupied points; while Detroit and Pittsburgh, and perhaps Indianapolis, will soon have large and productive capitals invested in this business. We learn that Hyde's works in Detroit are approaching completion, and that, probably, during the present year, they will be in operation.

Georgia Central Railroad and Banking Co.

The recent report of the Board of Directors of the above Company shows the following exhibit of the business and financial condition of their work for the year ending November 30th, 1853.

The entire cash payments on account of earnings of Bank and Road for the year, have been as follows, to-wit:

From Road.....	\$910,906 82
From Bank.....	75,167 02

\$986,073 84

And the entire cash payments, thereout, have been as follows:

Current R. R. Expenditures.....	\$407,733 64
Current Bank Expenses.....	13,805 24
For Interest.....	28,927 33
For Dividends, (rate 8 per cent.).....	279,869 50

\$730,335 71

Leaving a surplus of..... \$255,738 13
And this surplus has been disposed of as follows, viz :

Carried to cost of R. R.	\$200,000 00
Carried to Reserved Fund.....	55,738 13

\$255,738 13

The amount at credit of reserved fund this day is..... \$322,398 95

There has been paid into Bank from earnings of the road to 30th Nov., 1853, the sum of..... \$850,339 83
Leaving uncollected..... 66,742 51

\$917,082 34

This Company has had charge of the Eatonton Railroad since the first day of April, 1853, at an annual rent of \$14,000.

They have also had charge of the Milledgeville and Gordon Railroad since 1st April, 1853, at a like annual rent of \$14,000. No payment has yet been made on account of the hire of these roads.

The charge of the Augusta and Waynesboro' Railroad, has been continued, taking the portion of the road finished between Waynesboro' and Green's cut, without any additional charge of hire for it. The annual hire, which, by agreement, is to be paid for the Augusta and Waynesboro', is at the rate of \$18,000 per annum, until the road shall be opened to Augusta. When the road is entirely finished seven per cent. is to be paid on the cost of it until the first day of January, 1856, when the agreement of lease ends.

The hire of these roads to be paid within the ensuing six months, will be \$46,000.

The current expenses of the road during the year, are exhibited under the appropriate heads, as follows:

Maintenance of way.....	\$124,711 58
Maintenance of machinery and motive power, including oil and fuel.	108,707 10
Maintenance of cars, including all material and labor on cars, oil and tallow for same, and salary of Master Carpenter.....	30,309 77
Transportation expenses, including wages of conductors, train hands, labor at depots, agents, clerks, damage, portage, salary of superintendent, &c.	126,824 61
Incidental expenses, including printing, advertising, stationery, and all other expenses not included under other heads.....	8,180 58

Total..... \$407,738 94

Statement of the Financial Condition of the Company on the 6th December 1853.**RESOURCES AND PROPERTY.**

Railroad and Appurtenances.....	\$3,465,879 00
Notes and Bills Discounted and Bills Receivable.....	562,611 86
Due by other Banks.....	59,077 83
," Agents and other Companies	66,198 55
Stock in other Companies.....	501,300 00
Banking House and other Real Estate.....	16,690 40
Specie.....	\$83,192 11
Notes of other Banks.....	16,506

99,698 11

\$4,771,455 75

LIABILITIES.

Capital Stock.....	\$3,500,000 00
Bonds due by the Company.....	418,187 00
Bank notes in circulation.....	214,018 00
Suspense account.....	8,915 19
Due other Banks and Companies.....	45,800 27
Individual Deposites.....	102,888 33
Unclaimed Dividends.....	18,940 29
Dividends declared this day.....	139,941 00
Railroad Earnings since 1st December, 1853.....	371 72
Balance being Reserved Fund.....	322,398 95

\$4,771,455 75

Saugatuck Iron Works--New Car Wheel, etc.

We recently made an agreeable visit to the above works, which are the property of Messrs. Miller and Williamson, and are situated at the Westport Station of the New York and New Haven Railroad, 47 miles from New York.

Messrs. Miller and Williamson, whose works are represented in New York by Messrs. Clark and Jesup, of 38 Exchange Place, have been established at Westport for about three years, during which time they have turned their attention to the production of a superior class of railroad equipments, and materials for railroad superstructure. Their works are situated beside the railroad, and upon the west bank of the Saugatuck river, from which full cargoes may be received or shipped in any direction.

The articles made are railroad Wheels and Axles, Trucks, Chairs, Switches and Frogs; Screw Presses, Screw Cutters and Drills for Repair Shops, Jack Screws, Hoisting Blocks, and a variety of other parts of railroad work. In all of these the very best materials and workmanship are employed. In most of these, improvements of a decided character are introduced. Mr. Miller has the advantage of long experience in building roads, from which he has learned the value of thorough work, and he has spared no trouble or expense in giving his work a character for the best qualities.

For two years Mr. Miller and his partner have given their best efforts to the production of a perfect Car Wheel. Satisfied that the form of the wheel, for which so many patents are granted, was of less importance than the combination and character of Iron, they have experimented continually, with different varieties, until they have reached their object. Their wheel, but lately perfected, and the result of two years' constant and costly experiment, is of the "single plate" form, similar to that of the Brandon wheel, except that it is better stiffened, and is cast from an ascertained combination of several of the best varieties of Iron. It is well known that furnace masters are

enabled to improve their iron by mixing, and the

value of this method of working is well shown in the repeated and successful tests to which Messrs. Miller and Williamson's wheels have been exposed.

Quite recently a trial was made on Capitol Square, before the State House, at Richmond, Virginia, by invitation of the Virginia Board of Public Works, at which these wheels were entered against a large number of others from the most celebrated foundries in the country. The wheels were submitted to the test of blows struck with sixteen-pound sledges, in the hands of stout laborers. The result of these trials was that Messrs. Miller and Williamson's improved Wheel stood 175 blows on the disc, without any signs of fracture. 88 blows were afterwards struck with the sledge on the flange, before an impression was made, and then the flange only broke, taking with it no part of the tread. The best results in testing the other wheels were only 80 blows on the disc of the wheel, at which point fracture commenced. The combination of Iron of the Saugatuck wheels was regarded the best put into any wheel.

The trial was fairly made, and in every respect satisfactory to the Board of Public Works, and to the large number of Engineers and railroad men present.

Mr. Miller has perfected his frog patterns, giving easy entrance and clearance for the wheels, and has always shot his frogs in the most secure manner with the best cast steel, equal in quality to that used for cutting tools. The New York and New Haven road has been supplied entirely with these frogs for the last three years, upwards of two hundred having been put down, out of which but two have been broken, whereas one a week was broken before. The Harlem road have adopted these frogs with equal success.

There is also made a peculiarly well-fitted, simple and secure switch, with substantial cast iron base and conspicuous target. The fastening of this switch is simple and secure, and is one of its best features. It was designed by Mr. Van Blarcomb, the master of machinery of the Housatonic and the Naugatuck Railroads.

A strong and elegant screw press, for forcing car wheels on and off the axles, the screw of best iron, running in a large brass nut, the whole operated either by hand or by power; a simple and well made screw cutter, and a wall drill, are among the machinery built for the use of repair shops.

Jack Screws are also made from the best English refined iron, the inner surface of the socket and the end of the rest, or bearing block, being also faced with hardened steel; a good improvement, and one by which the wear and the tendency to "bind" is materially reduced.

We noticed some brass Hoisting Blocks, of fine workmanship, in construction to fill an order from the West Indies.

The castings made at these works, besides being of the strongest iron, have a beautiful surface. From 200 to 300 tons of the framing of the New York Crystal Palace were furnished from the Saugatuck works. Every one of these castings stood the full test to which all were subjected by the builders of the palace, a result by no means realized with all the iron work furnished from other quarters.

All of the manufactures of the Saugatuck Iron

Works are supplied by the Agents, Messrs. Clark and Jesup, of 38 Exchange Place, New York, who are also general commission and supply agents for all descriptions of railroad superstructure and equipments.

Z. C.

Texas.

INCREASE OF TAXABLE PROPERTY.

The taxable property throughout the State of Texas has increased in value for the last eight years, but more especially for the past three years. The increase in this period has been at a rate seldom known, being almost one hundred per cent., affording unmistakable evidence of the prosperity and growth of the country. The following table presents the aggregate property for each of the last eight consecutive years, commencing with 1846 and terminating with 1853, with the increase per cent. for each year.

Year.	Aggregate Taxable Property.	Increase Taxable Property.	Increase.
1846	84,391,175	.....	.....
1847	87,563,505	3,171,330	8 1-2
1848	43,812,537	6,250,032	16 2-3
1849	46,241,589	2,429,052	5 1-2
1850	51,814,615	5,573,026	12 2-5
1851	69,739,581	17,924,966	33 1-3
1852	80,754,094	11,014,513	16 1-2
1853	99,155,114	18,401,020	23

Journal of Railroad Law.

NUISANCES.

The Supreme Court of Pennsylvania has coaxingly hinted to the Erie rioters, that "by destroying the Western end of the Franklin Canal Company's railroad, they may be doing wanton mischief, even if the road should be on the whole ultimately adjudged to be a nuisance." That Court, and also Judge Irwin of the Circuit Court of the United States, have severely enjoined the rioters against any further outrages, whatever, until the final decision of the question in controversy, and the United States Marshal is ordered to take temporary charge of the road in question. On the 7th instant appeared Governor Bigler's proclamation, rather feebly enjoining obedience to the mandates of the Courts, which it seems Erie and Harbor Creek are disposed to resist, on the pretence that the subjoined road is a nuisance. What is a public nuisance?

Such a nuisance is the doing a thing to the annoyance of the public or the neglecting to do what the common good requires. But the annoyance or neglect must be of a real and substantial character; fears, imagination, speculation, cannot create a nuisance. To establish any thing to be a public nuisance facts must be produced sufficient to satisfy a jury that the public good has actually received detriment from the alleged nuisance.

But will an inconsiderable pecuniary privation sustained by a few individuals, constitute such public detriment?

If it will, then no new roads competing with old ones should ever be built, and old roads should seldom be repaired, for thereby travelling will be expedited, and the profits of certain Inn-keepers, may be, diminished.

It is well established that any one may pull down or otherwise destroy an actual common nuisance. But the aggrieved party, must like Shylock, take "the pound of flesh and nothing more." He must only abate so much of the thing as makes it a nuisance. No more damage must be done than is legitimately necessary for abating the nui-

sance. The destruction of a house in which disorderly persons assemble for unlawful purposes, cannot be justified as the abatement of a nuisance; nor can an assault upon one who resists the destruction of his property for such a cause, be justified; for it is not the house, but the *disorderly conduct* permitted in it, that constitutes the nuisance. Two wrongs do not make a right. The foregoing principles are sustained in *Hart et al. vs. the Mayor of Albany*, 9 Wend. 571. *Gates vs. Blincoe*, 2 Dana 158. *Gray vs. Ayres* 7 Dana 375.

THE BROADWAY RAILROAD CASE—THE PEOPLE ON THE RELATION OF DAVIS AND ANOTHER VS. OSCAR W. STURTEVANT.

This hardly fought case was finally decided by the Court of Appeals, on the 31st ult., in accordance with the previous decisions of the Courts below. By the following forcible arguments does Judge Johnson assail the main fortress of Mr. Sturtevant, to wit:—that in authorizing the construction of the railroad, he and his brethren, had only acted *legislatively*, and were therefore not amenable to the Courts.

"A satisfactory answer to this position is, that the *act in question in this case, was not in any just sense, an act even of municipal legislation*. It is true that it took the form of a resolution, but in substance was a grant upon condition; and even if immunity belongs to municipal legislation, it cannot be that by giving to an act not legislative, the form of an ordinance or resolution, the jurisdiction of the Courts can be defeated. Should it even be conceded that the resolution in question was partly legislative in its character, another part was most clearly a matter of agreement or grant. The latter, it was within the jurisdiction of the Court to prohibit, so far as its prohibition would be operative. And if the Common Council were still desirous of exercising their legislative functions upon the subject, it behoved them to see to it, that they made a complete separation of the legislative part of the resolution from the residue. Making a grant, is in its own nature, not a legislative act. It is such an act as it has always been in the power of any Court possessing equity jurisdiction, to prohibit by injunction. A Corporation, municipal or private, is capable of being sued. As a corporate body merely, it has no immunities which set it beyond the jurisdiction of the Courts. It may be enjoined from making a grant, just as it may be ordered to make one. And, as in the latter case it would be no answer to the Court which ordered a grant to be made, to say that to obey required legislative action, and that the order was therefore beyond its jurisdiction, so I apprehend, that in the former case, the answer grounded on the same position is equally insufficient, when addressed to a Court which has forbidden a grant."

The Judge proceeded to say in substance that whether the act was legislative or not, the question of its character was a legitimate and proper one for the adjudication of the Superior Court. Hence it had power to temporarily arrest the consummation of the act, until it should determine its character, and its order for that end could not be deemed void.

The question as to the character of the act of defendant must be determined by a judicial tribunal, none was more competent to determine it than that to which it was presented, and the de-

cision of such tribunal must be deemed authoritative until reversed.

TAXATION OF RAILROADS.

In his annual report the State Comptroller invokes the action of the Legislature in order to establish some uniform rule for assessing the real estate of Railroad Companies. Farms and lots have a definite market value. With railroads it is not so. Hence has arisen much litigation in respect to Assessments. Judge Parker holds, that the lands, erections and fixtures of Railroad Companies must be appraised by the Assessors like the adjacent property, without any reference to the profits of the road,—or to its remaining portion. But this decision is frequently disregarded.

Georgia.

Muscogee Railroad.—The earnings of this road from January 1st, 1853, to November 30th, 1853, a period of eleven months, were..... \$59,599 39 and the current expenses for the same period have been 37,867 95

Showing nett profits to 30th Nov. \$21,731 44

The tabular statements of receipts, show that these profits all accrued in the last four months, and that the previous seven months barely covered current expenses, due to the fact, that a connection was not made with the South Western Railroad until the middle of May, and that its influence on the business was not sensibly felt until late in July.

Estimating the receipts in December and January as equal to those in November, there is for receipts, of six months, from 1st Aug., to 31st Jan., inclusive, say \$55,750 00 And for expenses of same period 20,750 00

Showing nett profits for six months \$35,000 00

The above will enable to pay six months interest on \$175,000 seven per cent. bonds issued \$6,125

Also six months interest on \$76,400 preferred stock, guaranteed seven per cent. per annum 2,674

Together with a semi-annual dividend of \$4 per share on \$423,800 of general stock. 16,952

25,751 00

And leave a surplus in hand of \$9,249 00

This result being beyond reasonable doubt it is confidently believed that the above named dividend of 4 per cent. will be paid on the first of February next.

Great Western Railway of Canada.

On Monday, the 16th inst., the entire line of this road, from the Niagara to the Detroit rivers, is expected to be formally opened. Speaking of the connection across Niagara River, the Rochester American says:

The work on the Suspension Bridge is progressing. The stone towers, two on each side, are done, and two heavy cables connecting them are suspended across the river, at a great height above the foot bridge. These form the first outlines of the new structure, which is to bear the iron way from the States to the Canadas. The Railroad track will be some 21 feet above the present bridge, which is to be used as a foot and carriage way. Two tracks, one for the Central and the other for the Great Western gauge, will be laid upon the bridge, thus allowing the change of cars to be made on either side. This bridge is to be opened in July next. Already the G. W. R., particularly during the Erie troubles, is looked to as the route

between the East and West, and travellers between these two sections can find no better. Passengers leaving Rochester at 7.30 A. M. by the Lockport Road will connect at the bridge with the cars of the G. W. R., and returning should connect at the bridge with the train reaching there about half past 6 P. M.

Indianapolis and Cincinnati Junction R. R.

The first report of this Company is received. The Junction Railroad was originally chartered to run from Rushville, Indiana, to Hamilton, Ohio. The Ohio and Indianapolis Company was chartered to run from Rushville to Indianapolis. These two companies were consolidated in April 1853, giving a continuous route between Cincinnati and Indianapolis, by way of Hamilton, Oxford, Connersville and Rushville. The Country traversed is fertile, and the seat of a large and wealthy population. The route is direct and likely to become the channel of a large portion of the trade and travel between the cities of Cincinnati and Indianapolis.

The entire line is under contract for the grading and masonry. The bridges on the second division of $22\frac{1}{2}$ miles are under contract. The cross ties for $79\frac{1}{2}$ miles are purchased.

The Engineer's estimate of the cost of the road for 98 miles, from Hamilton to Indianapolis, is based upon the contracts issued, adding twenty per cent. for increased work and contingencies. It is in all \$2,130,159, being \$21,736 per mile, equipped and in running order.

Amount of subscription of Cincinnati, Hamilton and Dayton Railroad Company, in cash and bonds equal thereto \$160,000 Subscriptions by contractors 246,624 Individual cash subscriptions 186,500

Real Estate sub. C. H. & D. R. R. Co. 40,000 Other Real Estate subscriptions 1,136,350

\$593,124

Total on Dec. 17th, 1853 \$1,769,474 Additional subscriptions are making daily, by which they will soon reach two millions, or nearly the estimated cost of the entire road, completed and in running order. The amount of work actually performed has cost \$240,000, which has been paid.

New Works.

We have received from Messrs Stringer and Townsend a full set of the last volume of their admirable republication of the Glasgow Practical Mechanics' Journal. This work is one of the oldest and best conducted Journals of the kind in the world. It embraces the range of engineering subjects, including reports of the transactions of the scientific bodies of England and Scotland, records of patents, etc. We generally find it the medium for the best descriptions of foreign improvements in railways and railway machinery. Its mechanical execution, including its abundant and elaborate illustrations, is of the best order. Messrs. Stringer and Townsend also receive the Practical Draughtsman's Drawing Book of Industrial design, edited by the editor of the Practical Mechanics' Journal. This is an excellent work, perspicuous and elementary in its teachings and embodying also much useful, philosophical, and engineering instruction. It is abundantly illustrated with elaborate steel plates of engineering and architectural subjects, and forms a good companion to the Mechanics' Journal.

Savannah and Mobile Railroad.

The charter and right of way of this road from the Georgia State line to Mobile, have been granted by the legislature of Alabama. The conditions of the charter are the same as of the Savannah and Albany road, in Georgia, and of the Girard road, in Alabama. The law authorizes a connection with the Girard road, if such shall be desired; or that the Savannah and Mobile road shall cross the Mobile river within one mile of the Girard road, the depot in either case being within the city of Mobile. Authority is given to unite with the Mobile and Ohio road at such point as the companies may agree upon. The gauge is to be the same as that of the Girard road.

A branch from Albany, through Eufaula, to Montgomery is also authorized; to be commenced within two years and completed within five years from the passage of the act; or otherwise to be given to any other company desirous of making the connection.

The Albany Patriot says the branch road authorized from Albany through Eufaula to Montgomery, Ala., will run through a fertile territory favorable for the construction of a road, and its length will probably not exceed 150 miles. The distance from Savannah to Mobile by this road, will be about 450 miles; from Savannah to Montgomery about 340 miles.

We observe in the Savannah papers that an instalment of ten per cent. on the stock of the company has been called, payable on the 16th of January. Proposals are also invited, up to February 16th, for the grading, bridging and superstructure of fifty-three miles of the road from Savannah to the Altamaha River.

The President of the company is J. P. Screeven; the Engineer, F. P. Holcomb, both of Savannah.

Saugatuck Iron Works.

In another column will be found a notice of the above Works, of which Messrs. Clark & Jessup, 38 Exchange Place, in this city, are agents.—Messrs. C. & J. are agents for the sale of Railroad Equipments of various kinds, of which they have an extensive assortment at their place of business. We are happy to speak of them as gentlemen of high character, as prompt and energetic business men, who, we have no doubt, will serve Railroad Companies, who want any thing in their line, to their entire satisfaction.

DIVIDEND NOTICE—THE SEMI-ANNUAL INTEREST falling due in this city on the **FIRST DAY OF JANUARY, 1854**, on the following named securities, will be paid on and after the 3d proximo, at the office of the undersigned, on presentation of the proper Coupons, viz:

The bonds of the State of Indiana for Banking purposes, issued in 1834, being the \$1,390,000 Loan, 5 per cent.

The bonds of the city of Pittsburgh, (Penn.) issued to the Ohio and Pennsylvania Railroad Company 6 per cents.

The bonds of the city of Allegheny, (Penn.) issued to the Ohio and Pennsylvania Railroad Company 6 per cents.

The bonds of the city of Chillicothe, (Ohio,) issued to the Marietta and Cincinnati Railroad Company, 7 per cents.

The bonds of the city of Marietta, (Ohio,) issued to the Marietta and Cincinnati Railroad Company, 7 per cents.

The bonds of the city of Steubenville, (Ohio,) issued to the Steubenville and Indiana Railroad Company, 7 per cents.

The bonds of the city of Covington, (Kentucky,) issued to the Covington and Lexington Railroad Company, 6 per cents.

The bonds of the city of New Albany, (Indiana,) issued to the New Albany and Salem Railroad Company, 7 per cents.

The bonds of Franklin County, (Ohio,) issued to the Columbus and Xenia Railroad Company, 7 per cents.

The bonds of Franklin County, (Ohio,) issued to the Cleveland, Columbus and Cincinnati Railroad Company, 7 per cents.

The bonds of Greene County, (Ohio,) issued to the Columbus and Xenia Railroad Company, 7 per cents.

The bonds of Stark County, (Ohio,) issued to the Ohio and Pennsylvania Railroad Company, 6 per cents.

The bonds of Richland County, (Ohio,) issued to the Ohio and Pennsylvania Railroad Company, 6 per cents.

The bonds of the County of Allegheny, (Penn.) special loan of \$75,000, 6 per cents.

The Ross County (Ohio) bonds, issued to the Marietta and Cincinnati Railroad Company, 7 per cents.

The Athens County (Ohio) bonds, issued to the Marietta and Cincinnati Railroad Company, 7 per cents.

The Washington County (Ohio) bonds, issued to the Marietta and Cincinnati Railroad Company, 7 per cents.

The bonds of Van Wert County, (Ohio,) issued to the Ohio and Indiana Railroad Company, 7 per cents.

The Bonds of Allen County, (Ohio,) issued to the Ohio and Indiana Railroad Company, 7 per cents.

The Bonds of Allen County, (Indiana,) issued to the Ohio and Indiana Railroad Company, 7 per cents.

The Bonds of the County of Coshocton, (Ohio,) issued to the Steubenville and Indiana Railroad Company, 6 per cents.

The Ohio and Pennsylvania Railroad Company's Mortgage Bonds, 7 per cents.

The Bellefontaine and Indiana Railroad Company Real Estate Special Mortgage Bonds, 7 per cents.

The Indianapolis and Bellefontaine Railroad Company's Mortgage Bonds, 7 per cents.

The Marietta and Cincinnati Railroad Company Mortgage Bonds, 7 per cents.

The Steubenville and Indiana Railroad Company Mortgage Bonds, 7 per cents.

The Dayton and Michigan Railroad Company Mortgage Bonds, 7 per cents.

The Peru and Indianapolis Railroad Company Mortgage Bonds, 7 per cents.

The Fort Wayne and Chicago Railroad Company Mortgage Bonds, 7 per cents.

The Indiana Central Railroad Company Income Bonds, 10 per cents.

The Bonds of the several Townships in the Counties of Jefferson, Carroll, Harrison, Tuscarawas, Coshocton, Muskingum and Licking, (Ohio,) issued to the Steubenville and Indiana Railroad Company.

WINSLOW, LANIER & CO., No. 52 Wall St. NEW YORK, Dec. 27, 1853.

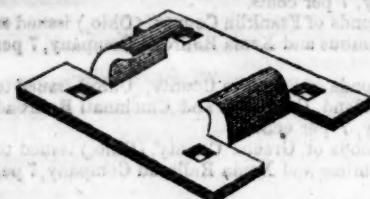
Drawing.

B. BLANDOWSKI, Topographical and Ornamental Draughtsman and Designer. Maps accurately drawn, enlarged or reduced from notes or copies. Ornamental designs for decorations, furniture, fences and ornamental foundry work. Architectural designs. Drawings from nature carefully prepared.

REFERENCES. Messrs. Miller and Freund, Lignum Marble Works, corner of Franklin and Center streets, New York. Also H. V. Poor, Esq., Editor Railroad Journal, and Zerah Colburn, Assistant do.

Address, care of Railroad Journal, 9 Spruce street New York.

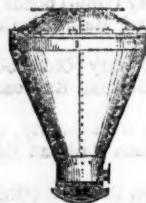
NEW YORK
Wrought Iron Railroad
Chair Company,
Office, 88 Exchange Place, New York.
A. B. LANSING, President.



THIS Company is prepared to receive orders for the manufacture of *Wrought Iron Railroad Chairs* of the best material, on a new and superior model, and by improved patented machinery.

The thickness of the Lips of the Chair increases through the bend, where the greatest strength is required, and diminishes towards the edge;—so that a less weight of metal may be used and a strength acquired equal, if not superior, to that of a heavier Chair of uniform thickness.

RADLEY & HUNTER'S Improved Spark Arrestor.



RADLEY & HUNTER'S celebrated new invention is now offered to the public as a *Perfect Spark Arrestor*, which possesses the advantage over all others of being of the most simple construction, and much more durable than any ever used. The manufacturer invites an examination of this Arrestor by the railroad public, confident that it will meet with universal approbation.

The undersigned hereby gives public notice that he is the sole manufacturer of the above article under the Radley & Hunter Patent, of whom alone they can be purchased in the United States.

EDWIN R. BENNET,
Office 48 and 50 Duane st., New York.

To Contractors.

SEALED PROPOSALS will be received at the office of the undersigned in Indianapolis until the 16th day of JANUARY, 1854, for the Grading, Masonry, and Bridging of that portion of the Indiana and Illinois Central Railway, extending westward from the Wabash River through the Counties of Vermillion in Indiana and Edgar in Illinois.

The Maps and Profile, together with the Plans and Specifications will be ready for inspection at the office of the Engineer, at Montezuma on and after the 7th day of January, 1854.

Any further information may be obtained at the office of JOHN C. CAMPBELL, Chief Engineer at Indianapolis.

Attention is called to the above as comprising heavy work and as it is proposed to place the balance of the Road under Contract as soon as the line can be prepared.

M. C. STORY & Co.

Locomotive Engines for Sale.

TWO first class engines, adapted to a 5 foot, gauge, 22 tons weight, 16 + 20 inch cylinders, and 5 1/2 and 6 feet drivers, built by one of the best makers in the country. New, and offered for sale because not required by those ordering them. Enquire at the office of American Railroad Journal, 9 Spruce-st., up stairs.

Dec. 24.

CORROSIVE SUBLIMATE.
THIS article now extensively used for the preservation of timber, is manufactured and for sale by POWERS & WEIGHTMAN, manufacturing Chemists, Philadelphia.

Jan. 20, 1854.

NEW YORK & ERIE RAILROAD.

NEW YORK, December 31, 1853.

THE NEW YORK & ERIE RAILROAD COMPANY, have for sale on favorable terms, the following Schedule of Rolling Stock of the Gauge of

FOUR FEET, TEN INCHES,

all of which can be delivered immediately.

It can be seen at Paterson, and is the entire stock of the Union Railroad, the Paterson & Ramapo Railroad, and the Paterson & Hudson River Railroad.

Reasonable credit will be given on the above, on satisfactory security.

CHA'S MINOT, Sup't.

SCHEDULE.

ENGINES.	MAKER.	CYLINDER.	STROKE.	WHEEL.	CONDITION.
R. L. Colt	New Jersey Locomotive Co.	16	20	5 feet	Good.
Union	Rogers, Ketchum, & Grosvenor	15	20	6 "	Good.
New York	do.	do.	14 1/2	18	6 "
Ramapo	do.	do.	14 1/2	18	6 "
Passaic	do.	do.	14 1/2	22	5 1/2 "
Paterson	do.	do.	12	22	5 "
Whistler	Made in Baltimore	11	16	5 "	Wants much repairs.
McNeil	Made in Liverpool	9 1/2	16	4 "	In bad order.

CARS.	DESCRIPTION.	BY WHOM MADE.	CONDITION.
2	Passenger, 8 wheels	Cummings & James, Jersey City	Good.
2	do. 8 do.	Wm. Cummings, Jersey City	Good, but wants painting.
2	do. 8 do.	Tracy & Fales, Hartford	Very good.
4	do. 8 do.	Springfield Car & Engine Co.	Good, but three want painting.
2	do. 8 do.	A. T. Pearce, Norwich	Good.
2	do. 8 do.	Eaton & Gilbert, Troy	Want repairs.
1	do. 8 do.	New York & Erie R. R. Co.	Good, new.
1	Baggage, 8 do.	do.	Good.
1	do. 8 do.	do.	Want small repairs.
1	do. 6 do.	do.	do.
8	Box freight, 8 do.	New York & Erie R. R. Co.	Good.
18	do. 4 do.	Unknown	Want small repairs.
16	Platform, 8 do.	New York & Erie R. R. Co.	Good.
9	do. 4 do.	Unknown	Want considerable repairs.
1	do. 6 do.	do.	do. do.
2	do. 8 do.	do.	do.

Valuable Works on Railroads, Railway Engineering, Steam Engines, &c.

LARDNER'S RAILWAY ECONOMY, 1 vol. \$2 00

THE STEAM ENGINE, STEAM NAVIGATION, ROADS AND RAILWAYS, Explained and Illustrated by Dr. LARDNER, 8th Edition, revised and improved. 2 00

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TRAUTWINE ON EXCAVATIONS AND EMBANKMENTS. 1 00

Imported and for sale by JOHN WILEY, 167 Broadway, New York.

N. York and N. Haven R. R.

NOTICE OF SUMMER ARRANGEMENTS,

Commencing Monday, May 9, 1853.

TRAINS FROM NEW YORK.

7 A. M.—Accommodation to 5:30 A. M., from Port New Haven.

8 A. M.—Express for Boston, 5:00 A. M.—Commutation from New Haven, stopping at Stamford and Bridgeport.

8:15 A. M.—Accommodation fm New Haven.

9:10 A. M.—Special for Port Chester.

11:30 A. M.—Accommodation for New Haven.

3:00 P. M.—Express for New Haven, stopping at Stamford, Norwalk and Bridgeport.

4:00 P. M.—Accommodation for New Haven.

5:00 P. M.—Express for Boston, stopping at N. Haven.

5:35 P. M.—Commutation for N. Haven.

6:30 P. M.—Special for Port Chester.

7:00 P. M.—Boston Express, stopping at Bridgeport, Norwalk and Stamford.

8:00 P. M.—Boston Express, stopping at Stamford.

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\$1,000,000 LITTLE MIAMI RAILROAD COMPANY SIX PER CENT. FIRST MORTGAGE BONDS FOR SALE.

OFFICE OF WINSLOW, LANIER & CO.
No. 52 Wall-st., Oct. 6, 1853.

THE LITTLE MIAMI RAILROAD COMPANY offer for sale one million of their SIX PER CENT. BONDS, with coupons. Interest and principal payable in New York, the former half-yearly, 1st of November and 1st of May. They are in sums of \$1,000 each, payable the 1st day of May, 1858.

These Bonds are issued under the express authority of the Legislature of the State of Ohio; and are a part of the \$1,500,000 Loan authorized to be issued by a vote of the stockholders, for the purpose of raising means to make a double track; the greatly increased and increasing business of the road makes this absolutely necessary.

The Little Miami Railroad is eighty-four miles long, commencing at the City of Cincinnati and terminating at Springfield; is now in complete running order; has cost, including equipments, stations, station-houses, &c., up to this date \$2,708,109 19.

This Company hold stock in the Columbus and Xenia Railroad Company to the amount of \$386,000, which now commands a premium of 20 per cent. Also, in the Hillsborough Road the amount of \$11,716.

The receipts of the Road have been as follows: For the year ending Dec. 1, 1844. \$18,623 36 For the year ending Dec. 1, 1845. 46,327 58 For the year ending Dec. 1, 1846. 116,052 02 For the year ending Dec. 1, 1847. 221,139 52 For the year ending Dec. 1, 1848. 280,085 78 For the year ending Dec. 1, 1849. 321,398 82 For the year ending Dec. 1, 1850. 405,597 24 For the year ending Dec. 1, 1851. 487,845 89 For the year ending Dec. 1, 1852. 526,746 85 The receipts from Dec. 1, 1852, to Sept. 1, 1853, 10 months were. 544,625 59 For the same period year before. 411,797 06

Increase in 10 months. \$132,823 53

The position of this road, being the natural, shortest and most usually travelled route from Cincinnati and the vast country south and west of it, to the northern cities, must ever make it one of the most important and profitable lines in the country.

An inspection of a map will show its connections to be many and important. This road operates the Columbus and Xenia Road, and runs in connection with the Cleveland and Columbus Road; in fact they are now run as one line greatly to the advantage of all.

Regular annual 10 per cent. dividends have been declared since December, 1847, with an extra dividend of 5 per cent. in 1852. In 1852 two cash dividends of 5 per cent. were made.

The present surplus and reserve fund amounts to. \$98,546 10 The mortgage covers the entire line of road, costing to date. 2,708,108 19 To be expended on double track, &c. 1,500,000 00

Value of security. \$4,208,109 19

The security for the payment of these Bonds is of the most ample character, being a first and only mortgage or deed of trust (excepting one of \$100,000 to the City of Cincinnati) on the Company's Road, Stations, Franchises, net income, &c., to J. F. D. LANIER, Esq., of this city, in trust for the bondholders, with ample power to take possession of the Road, its real and personal estate, franchises, &c., and to sell the same to the highest bidder for cash, if default be made in payment of interest or principal. The mortgage is for \$1,500,000, and cannot be increased.

The Stock owned by the Road in the Columbus and Xenia and Hillsborough Railways will much more than pay off the \$100,000 prior lien to the

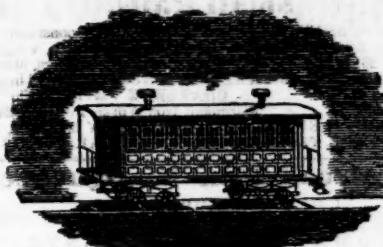
City of Cincinnati, and all other debts of the Company, excepting this loan of \$1,500,000.

These Bonds are offered at private sale by the undersigned, Agents of the Company.

Printed statements of the affairs of the Company, and any further information relative to the securities, will be given by

WINSLOW, LANIER & CO.,
No. 52 Wall-st.

Elmira Car Manufactory.



THE Undersigned is prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars, also Baggage Barrows and Freight Trucks.

WM. E. BUTTER.

Elmira, N. Y., June 1, 1853.

The Hamilton Car Company,

A RE prepared to Contract for the Manufacture to order Rail Road Cars of every description, such as Passenger, Baggage, Freight, Dumping and Hand Cars, &c. &c.

Having ample facilities for Manufacturing at the lowest rates, and being supplied with Eastern Mechanics in every department under the Superintendence of H. P. Lanckton, who has had charge of T. W. Wason's well known establishment at Springfield Mass., for the last Six years, we can guarantee ours to be equal in style and quality to any manufactured.

Car Manufacturers and Rail Road Companies Supplied with Car wheels from the most approved patterns at the lowest prices. Castings of all kinds for Cars, Rail Road Bridges, &c. made to order at short notice.

Orders Respectfully Solicited.
Address, HENRY SIZER, Agent,
Cincinnati Ohio.

Office 596 Fifth Street, Cincinnati, at Rail Road Depot Building.

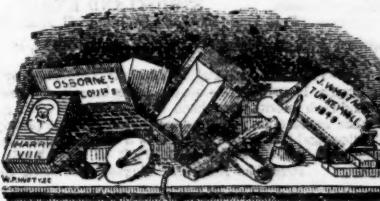
Railroad Car Works.

THE Undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars, also Baggage Barrows and Freight Trucks.

F. HUNGERFORD & CO.

Maysville, Ky., Sept. 29, 1853.

**Huffy's
Engineers, Architects and Draftsmen's
STATIONERY EMPORIUM.**



WHATMAN'S Turkey Mill Drawing paper, Tracing paper, Plan and Profile, Protractors, Drawing Pins, Faber's, Jackson's and other makers' Pencils; Field, Level, and Memorandum Books of various patterns; Mathematical Instruments, Tape-lines, Mouth Glue, Cross Section paper, Triangles, Sable Brushes, Gum Bands, Maiden Gum, Red Tape, Ink, Inkstands and Sand, Water Colors, Pallets, Patent Binders for letters, Portfolios, etc., together with a general assortment of Stationery and Blank Books. All goods packed with care, and forwarded to any part of the United States.

JOSEPH HUFFY,
Successor to H. L. Lipman,
139 Chestnut st., Philadelphia.

May 15, 1853.

Buffalo Car Works.

TOWNSSEND & COIT, Proprietors.

WE are now erecting an extensive Establishment for the manufacture of Railroad Cars, which will be furnished with all the conveniences known to the present, and ready for operation by the 1st day of June next, at which time we will be ready to execute orders for Baggage, Box, Platform and Cattle Cars, of the most approved style and finish. Meanwhile we are prepared to make contracts for work to be furnished during the summer and fall.

TOWNSSEND & COIT, Buffalo.

SIXTY MILES DISTANCE SAVED!—ONLY THIRTY-SIX AND A HALF HOURS TO CHICAGO.

MICHIGAN SOUTHERN RAILROAD LINE, carrying the Great Western U. S. Through Mail—FOR CHICAGO AND ST. LOUIS, MILWAUKEE, RACINE, KENOSHA, and all Ports on Lake Michigan—Through from Buffalo to Monroe, IN FOURTEEN HOURS WITHOUT LANDING.

The following magnificent and unequalled steamers from the line between Buffalo and Monroe:

EMPIRE STATE, J. WILSON, Commander, leaves Buffalo Mondays and Thursdays.

SOUTHERN MICHIGAN, A. D. PERKINS, Commander, leaves Buffalo Tuesdays and Fridays.

NORTHERN INDIANA, I. T. PREATT, Commander, leaves Buffalo Wednesdays and Saturdays.

One of the above splendid steamers will leave the Michigan Southern Railroad Line Dock, at 9 o'clock, P. M. every day, (except Sundays) and run direct through to Monroe without landing, in 14 hours, where the Lightning Express Train will be in waiting to take passengers direct to Chicago in 6 hours; arriving next evening after leaving Buffalo.

THE LAKE SHORE RAILROAD, runs in connection with this line, forming the only continuous line of Railroad to Chicago and the Illinois River.

For Through Tickets, by New-York and Erie and Buffalo and New-York City Railroad via Buffalo, or by the People's Line of Steamboats, Hudson River Railroad via Albany and Buffalo, apply to

JOHN F. PORTER, Agent,
No. 193 Broadway, corner Dey-st., N. Y.

MONTREAL & NEW YORK

AND

**Plattsburgh and Montreal
RAILROADS.**

Open through from Plattsburgh to Montreal.

Passenger Trains leave Montreal for Plattsburgh at 6:30 a.m. and 5 p.m., arrive at 8 a.m. and 7:30 p.m.

Leave Plattsburgh for Montreal 7:30 a.m. and 4 p.m., arrive a 10 a.m. and 6:30 p.m.

Trains connect at Montreal with Steamers for Quebec, and the St. Lawrence and Atlantic Railroad for Sherbrooke and intermediate stations.

Trains connect at Morris Junction with Northern (Ogdensburg) Railroad for Ogdensburg and Lake Ontario Steamers for Lewiston, Niagara Falls and Upper Canada, and all ports on the Western Lakes.

Trains connect at Plattsburgh by Steamer to Burlington with Rutland and Burlington Railroad and connecting lines for Troy, Albany, New York and Boston, and all intermediate stations. Also with steamers for Whitehall to the Saratoga and Washington Railroad, and connecting lines of road to Troy, Albany and New York.

Passengers will find this route unequalled for comfort and dispatch, and attended with less fatigue and delay than any other. It possesses moreover the advantage of a short Passage of only fifteen minutes across the River St. Lawrence at Caughnawaga, which has never been known to freeze, and can be confidently relied upon at all seasons of the year.

Fright Tariffs run daily each way.
For particulars see Freight and Passenger Tariff.

BAGGAGE checked through.

H. W. NELSON, Superintendent.

New York and Erie R. R.

PASSENGER TRAINS leave Pier foot of Duane street, as follows, viz.—

DAY EXPRESS, at 6 a. m. for Dunkirk and Buffalo.
MAIL, at 8:30 a. m. for Dunkirk and Buffalo, and all intermediate stations. Passengers by this train will remain over night at any station between Binghamton and Corning, and proceed the next morning.

ACCOMMODATION, at 12:30 p.m. for Delaware and all intermediate stations.

WAY, at 3:30 p.m. for Delaware and all intermediate stations.

NIGHT EXPRESS, at 8 p. m. for Dunkirk and Buffalo.

EMIGRANT, at 6 p. m. for Dunkirk and all intermediate stations.

On Sundays only one Express Train—at 8 p. m.

The Express Trains connect at Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Chicago, etc., and at Buffalo with first class splendid steamers for Cleveland, Sandusky, Toledo, Detroit and Chicago.

CHAR. MINOT, Sept.

A. N. GRAY, Cleveland, O., RECEIVER AND FORWARDER • Railroad Iron, Chairs and Spikes.

Also, Cars, Locomotives, and all kinds of Machinery for Railroad purposes.
Office next door to the Custom House, Main st., January 12, 1853.

Notice to Contractors.



WARSAW & ROCKFORD RAILROAD.

THE preliminary Surveys are now complete for the First Division, (about 120 miles) from Warsaw, through Nauvoo, Oquawka, Keithsburgh, Rock Island and to Port Byron, including both Rapids of the Mississippi, and the location progressing. The character of the country is such, and the surveys so near to any location that will be made, that Contractors can satisfy themselves of the value of the work as well now as hereafter. Proposals are asked at the Office of the Company in Warsaw, Hancock County, Illinois, for the construction of the whole or part of the road, either by quantities or by the mile. Contract will not be made before the 1st of January, 1854, and only so soon thereafter as advantageous offers can be made. The Company are willing to make general contract, for cash or for cash and securities.

The route of the road is generally in the valley and second bottoms of the Mississippi, and the work can be completed very rapidly. The road is important as one of the improvements of the navigation of the Rapids, and also from its several (two at least) connections with other railroads.

WM. H. ROOSEVELT,
President.

W. R. KINGSLEY,
T. S. O'SULLIVAN,
Consulting Engineer.

Warsaw, Nov. 17, 1853.

Locomotives for Sale.

2 Locomotive Engines and Tenders, made to order for a five foot gauge (but which are not required at present as the road is not ready to receive them.)

16 inch cylinder by 20 inch stroke, 2 pair drivers. One Engine 6 ft. diameter, and the other 5 1/2 ft. dia.—outside cylinders—have a large proportion of boiler, and are expected to be economical working engines—will be sold on very favorable terms, and are now ready for delivery. Apply to

CHAS. W. COPELAND,
Mo. 64 Broadway.

7th

Machinists' Tools.

THE FAIRMAN AND WILLARD MACHINE TOOL MANUFACTURING COMPANY offer for sale very superior Engine lathes, Planing Machines, Compound planers, upright drills and all other kinds of tools used in Railroad shops, upon reasonable terms.

They also manufacture Fairman's patent CAR WHEEL BORER, which is warranted to do more and better work than any other borer in use.

Also—all sizes Fairman's patent Universal Chuck.

Orders may be addressed to

G. W. FAIRMAN, Agent,
58tth Rochester, N. Y.

To Railroad Companies,
Machinists, Car Man-
ufacturers, etc., etc.

CHARLES T. GILBERT,
NO. 80 BROAD ST., NEW YORK,
Is prepared to contract for furnishing at manufac-
turer's prices—

Railroad iron,

Locomotive Engines,

Passenger and Freight Cars,

Car Wheels and Axles,

Chairs and Spikes.

Orders are invited; and all inquiries in relation to any of the above articles will receive immediate attention.

Union Railroad Car Works,
PORTSMOUTH, VA.

FREIGHT, PASSENGER, BAGGAGE, EXPRESS, MAR-
ket, Coal, Lumber and Hand Cars, manufactured at this
establishment of the best material, and in the most approved
manner, with either PLATE or SPOKE WHEELS and AXLES, of
Salisbury or other Iron. Trucks fitted up, or Wheels and Axles
separately will be furnished at the shortest notice, and shipped
to any part of the United States.

Having extensive arrangements and superior facilities for
manufacturing at this establishment, orders will be received and
contracts made for equipping entire roads at short notice.

JOHN A. GREEN.

Portsmouth, Va., December 30, 1853.

P. J. Tournadre,
Chief Engineer Vicksburg, Shreveport and Texas R.R.,
Vicksburg, Miss.

Machinists' Tools.

A SUPERIOR CLASS.

DESIGNED particularly for Railroad work, manufactured
by L. B. TING & CO. (late ALDRICH, TING & CO.),
October 7, 1853. LOWELL, MASS.

Henry I. Ibbotson,

MANUFACTURER OF
FILES AND SAWS,

Warranted of superior quality.
Office and Warehouse, 218 Pearl St., New York.

Small Rails.

THE SUBSCRIBERS manufacture and keep constantly for
sale, Light Rails of the most approved patterns, weighing
22, 25, 28, 40 and 50 lbs per yard, suitable for Collars, Miners,
Quarrymen and Contractors, or for turn outs, depot and branch
tracks.

CHARLES E. SMITH & CO.
1744 Fairmount Iron Works, Philadelphia.
CHAS. E. SMITH, HENRY MORRIS,
THOS. T. TASKER, WISTAR MORRIS.

Railroad Iron Via Quebec.

JOHN ANDERSON & CO.,

COMMISSION MERCHANTS,
SHIPPING AGENTS AND BROKERS,
QUEBEC,

PARTICULAR attention given to the Transhipment of Iron
in Transits for the Western Lake Ports, likewise to the
Shipment of Rails in Great Britain.
Quebec, Dec. 2, 1853.

Railroad Iron.

TWO THOUSAND TONS Erie Pattern, 58 lbs. to the yard,
already shipped, and expected here soon—for sale by
38tth JOHN H. HICKS, 90 Beaver St.

To Railroad Companies.

COLLINS' PATENT

VENTILATORS,

FOR

Ventilating all kinds of
PUBLIC AND PRIVATE BUILDINGS
Railroad Cars, Depots, etc.

THE Subscribers would invite the attention of the public to the above
celebrated Patent Ventilator. This Ventilator is the best one now known of, for
giving a pure air in rooms, and ejecting all foul air. It has been
adopted by all the principal Railroad Companies and Car Factories, and is extensively used for private dwellings, and for the
care of smoky Chimneys cannot be excelled. Manufactured and
for sale by

BAKER & WILLIAMS,
No. 406 Market St., Girard Row,
Sole Agents for Pennsylvania.

CERTIFICATES.

Engineer Department P.R.R., Altoona, Feb. 8, 1853.
This is to certify that Messrs. BAKER & WILLIAMS, of 406
Market St., Philadelphia, have furnished a large number of Collins' Patent Galvanized Iron Ventilators for the P. R. R. Co., and that they have given every satisfaction, acting fully as represented. I consider them as a necessary appendage to an Engine House. We have them in use thirteen inches, and two feet diameter, acting equally well. So well satisfied am I of their usefulness, that the Engine Houses we are about building will be supplied with them at every point where a draft is necessary to free
building of smoke.

STRICKLAND KNEASS.

Principal Assistant Engineer P. R. R. Co.

Engineer Depart., P. R. R. Co., Pittsburgh, May 12, 1853.

Messrs. BAKER & WILLIAMS,
Dear Sirs—The 23 Collins' Patent Ventilators furnished by you
for the Engine House at this place, have been in use several
months and their merits have been fully tested and have given
most perfect satisfaction; being constructed on true principles
of Ventilation, and the workmanship is of a substantial and superior
character. Yours truly, OLIVER W. BARNES,
2m40 Principal Assistant Engineer P. R. R. Co.

India-Rubber Railroad Car
Springs, etc.

THE UNITED STATES CAR SPRING COMPANY, having
completed their new Factory, are manufacturing and furnishing to Railroad Companies, and Car Builders, RUBBER
SPRINGS of the best quality, on the most favorable terms.

Also, McMullen's superior WHITE HOSE, not only for
Railroads, but all other purposes, and of any size or thickness
required.

Office No. 25 Cliff street,
Aug. 10, 1853. 3m New York.

Railroad Iron.

2,000 TONS FIRST CLASS WELSH RAILWAY
IRON, to be made to any ordinary T pattern
required by the buyers, and for shipment from Newport, Wales,
in December, January, and March next, apply to the under-
signed, for many years connected with the largest house in the
trade.

JOHN H. AUSTIN & CO.,
44tth 2 Ingram Court, Fenchurch street London.

To Locomotive Engine Builders and Engineers.

THE Proprietors offer for rent for a term of
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The buildings are of brick, with slated roofs,
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There are no Shops in New Orleans for the
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